CYCLE NEWS®

November 25, 1987 : Number 46

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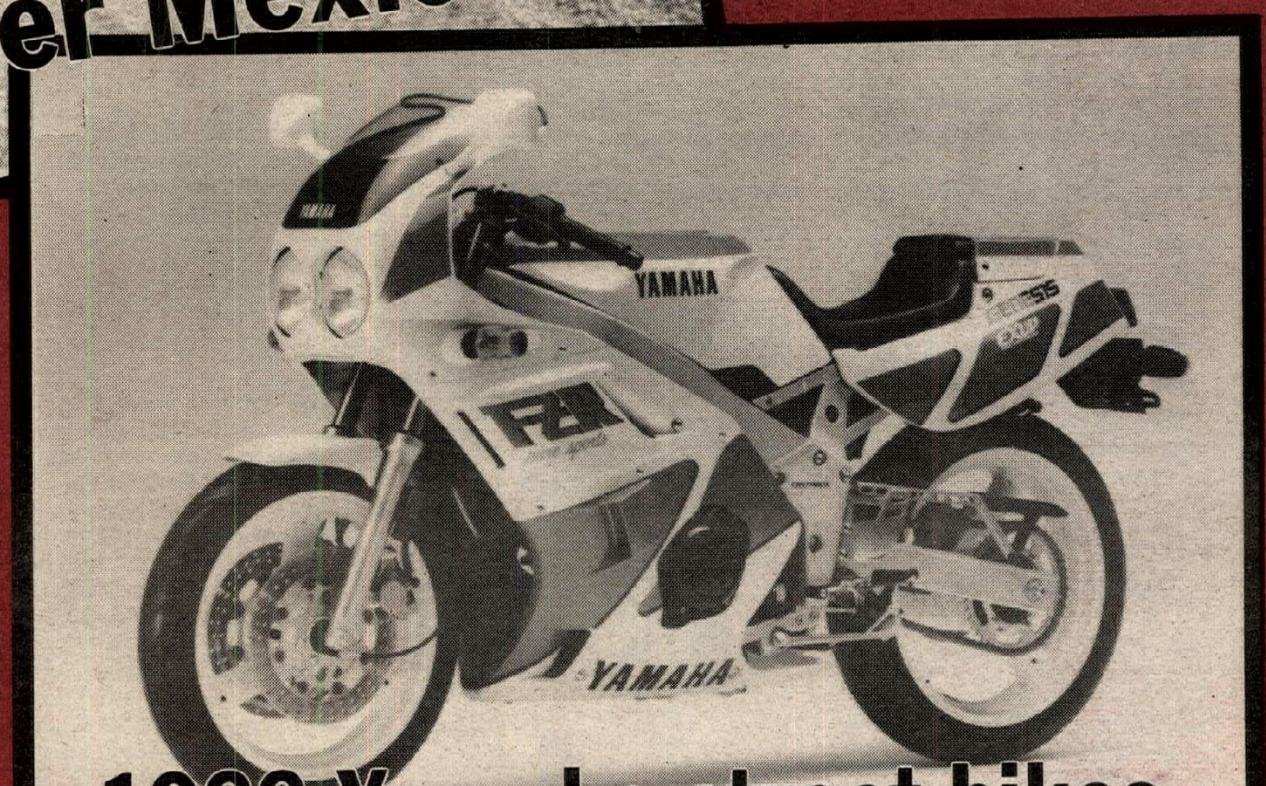
Baja 1000
Ashcraft, Ogilvie conquer Mexico

Bertram squeaks out California Nat'l Enduro win

Bosnic scores upset win at High Point Nat'l Cross Country

Road Atlanta hosts WERA season finale



1988 Yamaha street bikes

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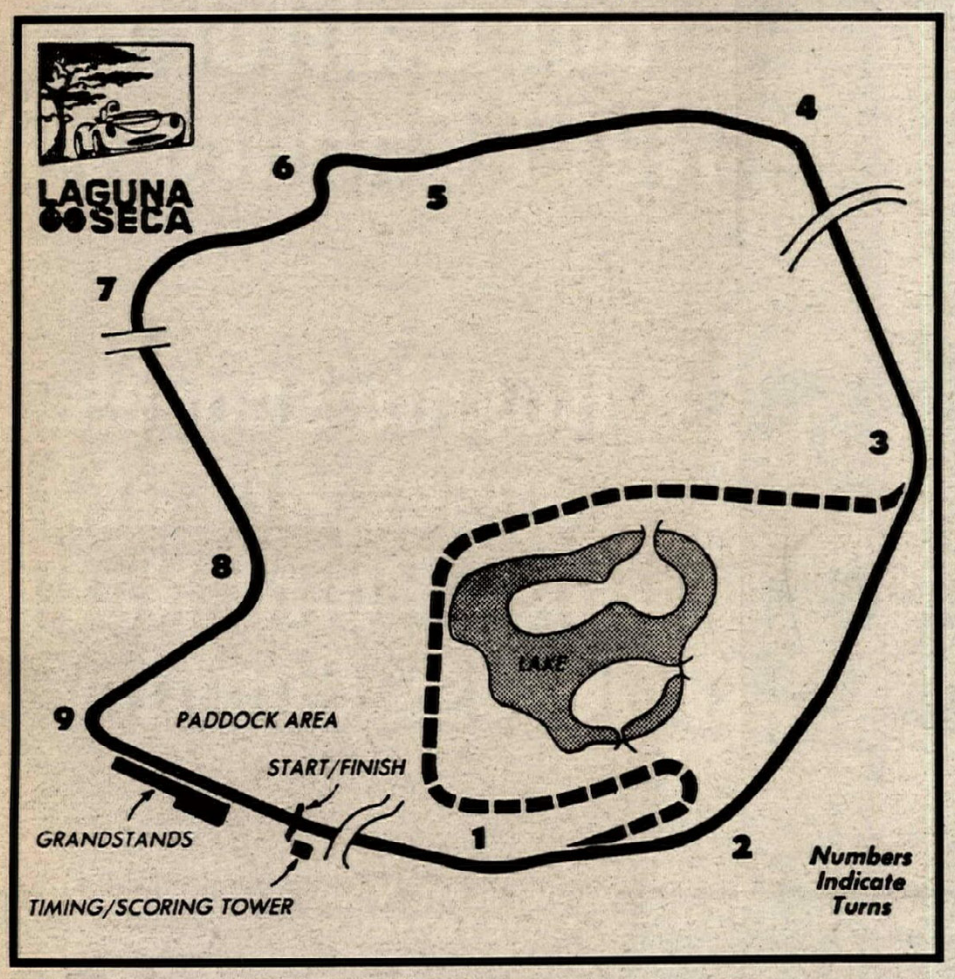
America's motorcycle newspaper

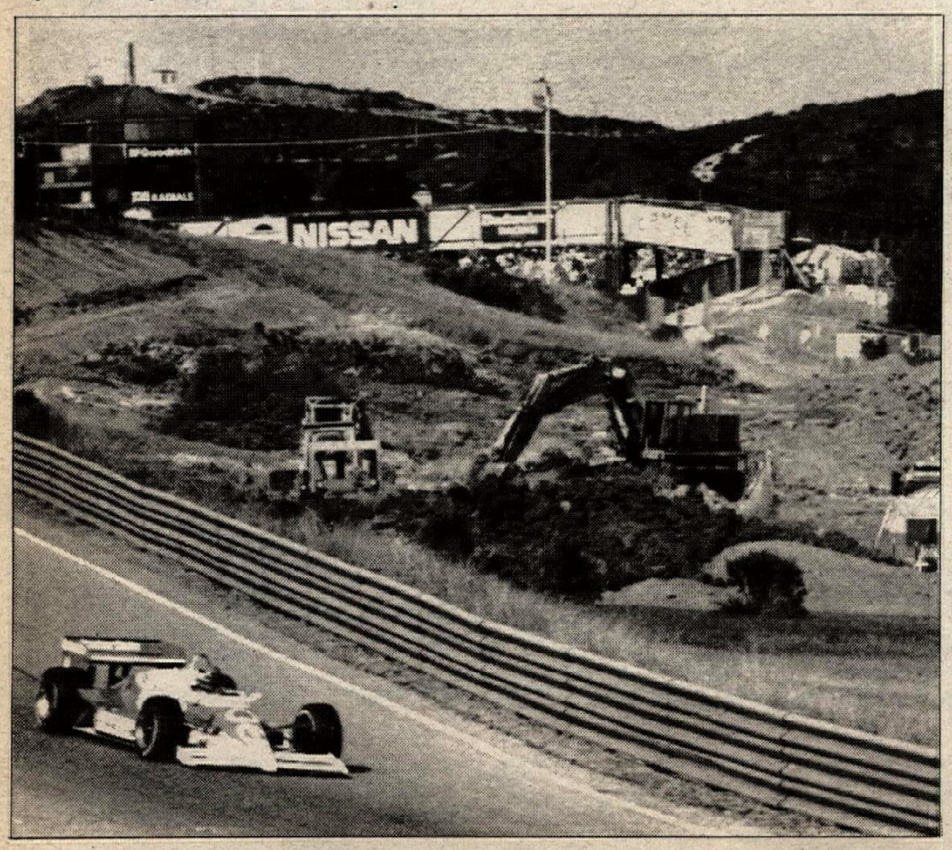
In the WIND
BY PAPA WEALEY

Malcolm Smith announced November 11 that he has sold the bulk of his shares of Malcolm Smith, Inc. to a group of private investors. The sale took place June 30 and Smith has stepped down from his position as president and chief executive officer of the company he founded 16 years ago. Max Gnehm, an investor representative, has been elected president and CEO. Two longtime colleagues of Smith have been promoted to the office of corporate vice president; Jim Lewis, vice president, sales and marketing, and Wayne Cornelius, vice president, new product development. Gary Drean will continue to serve as vice president, operations. Smith will continue to be associated with the company on a long-term contract basis, providing services which include new product development, corporate growth strategies and public relations.

The American Motorcycle Racing Association of Professional Riders Owners & Sponsors (AMRA Pros) has established a four class format for its proposed 1988 World Championship Pro Series dirt track races. Lightweight (250cc single-cylinder two-strokes), Heavyweight (600cc single-cylinder four-strokes), Pro Twins (750cc vertical twins manufactured through 1979) and Unlimited (750cc twin or single-cylinder four-strokes) competition will be conducted at each series round. First year riders will be restricted to the Lightweight or Heavyweight classes and second year riders will be restricted to the Pro Twins class. Promoters can obtain sanction applications by contacting AMRA Pros, P.O. Box 1644, Tarpon Springs, FL 34689, 813/938-4573.



Monterey, California's Laguna Seca Raceway has begun work on a $1.1 million addition that will lengthen the existing 1.9-mile course to 2.2 miles. The FIM-required lengthening of the circuit will enable Laguna Seca to host a U.S. round of the World Championship Road Race Series on April 10, 1988. Once completed, the track will offer sanctioning bodies the opportunity of conducting events on either course. Photo by Marc Sproule.



South African National Champion Wayne Heasman (Suz) won both legs of the November 14 South African Superbike Series round at Goldfields Raceway. Texan Doug Polen (Suz) was the only American who competed in the races but he failed to finish either leg. Americans Fred Merkel and John Williams withdrew from the event after their team's Hondas suffered engine failures in practice. Merkel crashed at high speed when his Honda threw a rod. Former World Champion Kork Ballington (Suz), who competed in the U.S. this year, DNF the first leg and finished 17th in the second leg.

MOVED: Mickey Thompson Entertainment Group, to Anaheim Stadium, P.O. Box, 25168, Anaheim, CA 92805, 714/938-4100.

The Nashville Network (TNN) will telecast taped coverage of the Motocross des Nations on November 22 and November 29. Check local listings for times.

The North Arkansas Winter MX Series is underway and will continue through December 20, alternating events between Cleburne County Speedway in Heber Springs and Bull Creek MX Park in Beebe. Pro racers will compete for a 150% payback.

FORMED: Allen Publishing Company, by Rick Alexander, Al Hoppe and John Longeville, to produce motorcycle and ATV race programs for promoters and clubs; Suite 1300, 416 Main St., Peoria, IL 61602, 309/676-5980.

Ray Petty, the legendary Norton tuner, died of cancer in England last month. Petty, 67, had success as a road racer prior to World War II but was best known as a Norton tuner. In recent years Petty was involved in production of Norton Manx parts.

MOVED: Pacific Racing, manufacturer of lighting systems for off-road bikes, to 8614 Argent St., Suite C, Santee, CA 92071, 619/448-1358.

The annual New England Sports Committee (NESC) Awards Program will take place on December 5 at the Greenfield Armory in Greenfield, Massachusetts. Activities kick off at noon and run into the evening. For more information, contact NESC, P.O. Box 4, Greenfield, MA 01302.

U.S. Senator Alan Cranston (D-California) and other U.S. senators who support S7 reportedly will tour the East Mojave Scenic Area in the southern California desert during Thanksgiving weekend — the same weekend AMA/District 37 will host the annual Barstow-to-Vegas desert race. An informed source reports Cranston and an undetermined number of Democratic senators from the Public Lands Subcommittee (which held hearings on S7 last July) will tour the Scenic Area and perhaps watch as competitors ride over a five-mile section of the course which passes through the East Mojave. S7, known as the California Desert Protection Act, would close most of the desert to off-road riding and upgrade the scenic area to National Park status.

U.S. Senator Pete Wilson (R-California), speaking November 14 in La Canada, California, during a fundraiser for his 1988 reelection campaign, refused to take a position on S7, but he did say, "We gave the Sierra Club a tour (of the desert); we'll give the other side a tour." Earlier this year, the Sierra Club took Wilson and other senators on a tour of the desert to show them alleged environmental damage caused by off-road vehicles. ORV organizations reportedly have no plans to conduct a similar tour, even though Wilson has offered to attend. Approximately 22 persons representing the interests of off-road riders and the motorcycle/ATV industry paid $125 each to attend the Wilson fundraiser.

Kevin Bennett (Yam) captured the overall victory at the Sandy Lane National Enduro in Chatsworth, New Jersey, November 15. Bennett dropped 26 points, finishing 11 points ahead of Jack Lafferty, Jr. (Hus). Third place went to Dave Bertram (Hus). Newly crowned National Champion Kevin Hines (KTM) dropped out with clutch problems. The 50th running of the Sandy Lane Enduro was the final National of the series with the top three positions in the series going to Hines, Bertram and Jeff Fredette (Kaw).

RESIGNED: Don Lieb, from ATK Leitner Corporation, to pursue other interests; Lieb may be reached at 714/859-0719.

The Sacramento, California, chapter of the Vietnam Veterans Motorcycle Club won the Outstanding Unit Award trophy for the best veterans outfit at the Sacramento Veterans Day Parade, held November 11.

SCORE International has added the San Felipe 250 to their schedule and it will be held on December 11-12 in Baja California, Mexico. The course will be separated into two loops, one for cars and the other for motorcycles and ATVs, that will join at the end. For more information on the event, contact SCORE International at 818/889-9216.

Road racer Randy Mamola has signed a contract with Cagiva to contest the 1988 and 1989 500cc World Championship. "I've got so many things going right now, it's bitchin'," Mamola said from his home in northern California on Monday, November 16. Mamola, who finished second in the 1987 500cc World Championship aboard a Team Lucky Strike Roberts Yamaha, was scheduled to undergo surgery to correct a muscle-related problem with his forearm on November 18. Following the operation, Mamola is scheduled to appear at the Milan, Italy, Motorcycle Show.

Although he didn't need the victory, newly-crowned Hare & Hound National Champion Dan Smith (Hus) won the final round of the AMA National series, held November 15 near Reno, Nevada. Ron Naylor (ATK) took second

(Continued to page 4)

CYCLE dreams

That riding Superbikes over my head was not the only game around.

I had ridden long and hard; my skill was frazzled, my judgment dimmed. All that horsepower and torque and mean lean-angle had put me on edge. But I knew when to get off and kick back. I was no fool; I have my own limits, and ride by them, stay alive by them. And when I dropped away to welcome sleep, I saw in my dreams this ominous scenario burning through life like hellfire. Peril was threatening to change my ways. Sport was becoming a crime. Before my very wondering eyes, anything triple-digit was stricken from the roads. Hang gliders were judged illegal. Rock-climbing shoes, too. Scuba gear was confiscated. Skateboards outlawed. 12-speed bicycles impounded. Jump chutes commandeered. All the freedom toys were being marched off to the echoy cadence of jackboots. Razor blades were added on the list as dangerous, and forbidden. Same with Scotch whiskey, wooden matches, ice skates, kitchen knives, hard candy without holes in the middle, baseball bats, biplanes, football teams, guns of every shape and weight and caliber, butter and eggs and gourmet ice cream, even Mamma's own hot apple pie. The bad word was out, and it was pointing its finger right straight at me. It came down from a nether world ruled by inflating dismay, fear of the novice and what he or she might do. Our existence threatened to grow passive and stale; it looked like the end of something I'd grown to expect. But a howl, shrill and defiant and with a promising fresh heart, came up from the shrouding mist. At first solo, then it was a duet, next a trio — it grew quickly and woke all to its insistent new rap. Superbikes Exist! *But instead of a vengenance, their riders were showing their best reformed stuff. Reckless first-timers were now taking pains to learn. We had come to ride well, to think clear, to respect the mortal flip side of life. No matter what our scoot's power, we'd mastered how to use it, and how much of it to use. And when. And where. We were wiser, and safer, and all of us would live one helluva lot longer. Godspeed and Amen.*

William Edgar

Over the edge

"Up, up and awa-a-ay!"

JIMMIE O'DELL PHOTO

Copyright Page 3 Productions. From an idea by Carol Sims

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America's motorcycle newspaper

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BPA Consumer Audit Division Membership Applied For December 1986.

ON THE FRONT PAGE: Bruce Ogilvie (shown, top) teamed with Dan Ashcraft to win the Baja 1000. See page 10. Photo by Kinney Jones. The FZR400 (below) highlights Yamaha's new fleet of 1988 street bikes. See page 6.

voices

You're invited to...

I've been around the motorcycle industry (over 20 years) long enough to know that it doesn't take much to perpetuate an erroneous rumor. I'd like to set the record straight regarding an irresponsible comment in a letter printed in the November 4 issue ("Photo Finish" by Mr. Don Kubl of Cincinnati, Ohio).

The notion that Mr. Willie G. Davidson of Harley-Davidson, Inc. is personally painting a motorcycle for Senator Jack Danforth is ridiculous and absurd, especially considering that Harley-Davidson is on record for *opposing* the Danforth Bill.

I can understand anti-Harley sentiments, but there's really no excuse to make a fictitious remark that confuses people about the Motor Company's position on an issue. It's especially annoying when the statement is based on fabrication.

Just to show Mr. Kuhl that we're good sports here at Harley-Davidson, I'd like to send him an airplane ticket to Milwaukee — a one-way ticket.

BUZZ BUZZELLI
Public Relations Manager
Harley-Davidson, Inc.
Milwaukee, WI

Feet up in Texas

As the proud new owner of a new trials bike I would like to know where in the heck a person can compete in Texas. Any information you can provide would be most welcome.

DAVID KHOURY
Waco, TX

Any Texans who can help David find some trials events should drop us a line and we'll point him in the right direction . . . Editor.

Check your power valve!

My son, Floyd "Goober" Carter was so impressed by the recent raves and touting of the 1988 Yamaha YZ250 in the MX magazines that he sold his petted, ported, polished and pampered 1986 Thunderbolt 250 and bought a brand new 1988 YZ. He took the crate home, assembled the beast and fired it up. In the limited area around his shop he couldn't be sure but remarked that he was disappointed in the powerband compared to his personalized previous mount. The rest of us informed him that his imagination was the problem.

The next Sunday at the Florida Gold Cup Series race in Tallahassee it was apparent that "Goob" was right. Although he got the jump at the gate, the majority of the pack beat him into the first left-hand sweeper. This bugged him so much that he could not sleep that night and kept reviewing the situation. Suddenly he got a flash! "I'll bet those turkeys put the power valve in wrong!" Up at 3:00 a.m. and into the shop where he pulled the engine and found that he was right. The power valve, which should raise the upper edge of the exhaust port as the revs mount, was installed wrong! Reinstalling it correctly, he was gratified to hear the beast howl its song of power as all the magazines had described!

If any of you have a sluggish 1988 YZ250, check your power valve!

ROBERT C. CARTER
Tallahassee, FL

Six Days/Qualifiers

Alan Randt's letter in the October 28 issue has got me upset. I am appalled that Mr. Randt thinks that his cheating would have been overlooked if the USA had won the World Trophy (at the ISDE). This is not the way to go about getting the much needed backing of American people.

We, who attend the Qualifiers, spend small fortunes pursuing the right to represent our country in a sport we love. The majority of the people involved are the most fantastic and honest people I've ever met, but I was upset to find that cheating also goes on here in the U.S. In an unpublished incident at this year's Michigan Qualifier, Mark Hyde switched clothes with a rider who was sick and tried to ride in his place. Luckily, he was discovered because another rider noticed his glasses. Is this what we want to teach our younger riders?

Finally, I feel that the riders who ride the Qualifiers and make the (ISDE) team are the best overall riders in the States and they do not receive the recognition they deserve.

NANCY BAXTER
Meridian, ID

Mean Green triple fan

Does anybody still care about the Kawasaki 750 H2? I am crazy about this bike but no one seems to know or want to be bothered with it anymore. Know of anybody who cares? Clubs? Collectors? Vintage racers? Please help me. I am beginning to think that the world has become afraid of the crotch rocket.

TIMOTHY A. O'CONNER
Jersey City, NJ

Can anybody help Tim? If so, drop us a line and we'll relay the information . . . Editor.

Wind

(Continued from page 2)

and Duke Dowell (Hon) finished third. Wayne Carlton (M-S) topped the Veteran class to claim the Vet division title, the only class championship still up for grabs going into the round. Lance McPhee (Yam) topped the 250cc Expert class, and Edd Price (Hon) took the win in the 125cc Expert division.

An updated schedule for the 1987 Golden State MX Nationals has been released by Continental Motosport Club (CMC), the sanctioning body of the eight race series. The first five events will be Professional and Sportsman events: Glen Helen Park, San Bernardino, CA, January 2-3; Sandhill Ranch, Brentwood, CA, January 9-10; Huron Cycle Park, Huron, CA, January 16-17; Carlsbad Raceway, Carlsbad, CA, January 23-24, and Sunrise Valley Cycle Park, Adelanto, CA, January 30-31. The final three events of the series will be for Sportsman only: Marysville "E" Street Track, Marysville, CA, February 7; Spinners Airport Raceway, Porterville, CA, February 14, and Glen Helen Park, February 21.

Cosmopolitan Motors will host its 2nd Annual Cosmo Open House for trials riders and dealers on Saturday, December 5, at the Cosmopolitan warehouse in Hatboro, Pennsylvania. Test rides on the 1988 Beta TR34 Replica will be available. Also on display will be Montesa trials bikes, trials bicycles and accessories. For more information, call 215/672-9100.

The California Off-Highway Motor Vehicle Recreation Commission will hold two meetings in Glendale, California, November 12 and 13. On Thursday the Grants and Cooperative Agreement and Trails Committee will meet at 3550 Foothill Boulevard in Glendale to discuss the Angeles and Los Padres National Forests' grant status and Los Angeles County OHV sites. The time for this meeting is 7:30 p.m. The Commission will meet at the Holiday Inn, 450 West Pioneer Drive in Glendale at 8:30 a.m. Friday to discuss nomination of officers, noise enforcement, a user survey and other issues.

A new menace threatens the youth of America — bunk beds. According to a recent news report, more and more American children are being injured and killed in bunk bed-related accidents. According to the Consumer Product Safety Commission, at least 23 deaths due to bunk beds occurred in 1985 and emegency room treatment of bunk bed-related injuries rose 75 percent to 31,727 in the same year. Will there be a threat to ban and recall all bunk beds? Stay tuned.

Although the Endurothon which was to have taken place at the Santa Clara County Fairgrounds in San Jose, California, on November 15 was canceled due to dry conditions, the facility's regular scrambles will be held November 22 and 29.

A belated tip of the *Cycle News* duckbill to the Los Angeles Times for positive articles on motorcycling in the October 31 issue. One article, written by Gordon Black, previewed the 8th Annual All British Road Ride and the 2nd Annual Dual Sport Ride which took place the following day in the Los Angeles area.

The Mickey Thompson Entertainment Group has announced that California's Los Angeles Coliseum has granted MTEG exclusive rights to produce motorsport events in 1988. That coupled with Anaheim Stadium granting Thompson a similar deal virtually shuts Mike Goodwin out of the Los Angeles area market. Goodwin has promoted Supercross events at both venues in the past. Thompson says he'll pay a purse of $50,000 at his January 1988 Anaheim motorcycle race. Whether or not that race will be an AMA-sanctioned Supercross remains to be seen. Thompson says he met with superstars including Rick Johnson recently and says they expressed positive interest in his Ultracross program which sees the fastest riders starting at the rear of the field.

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Pass out the cigars.

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YAMAHA

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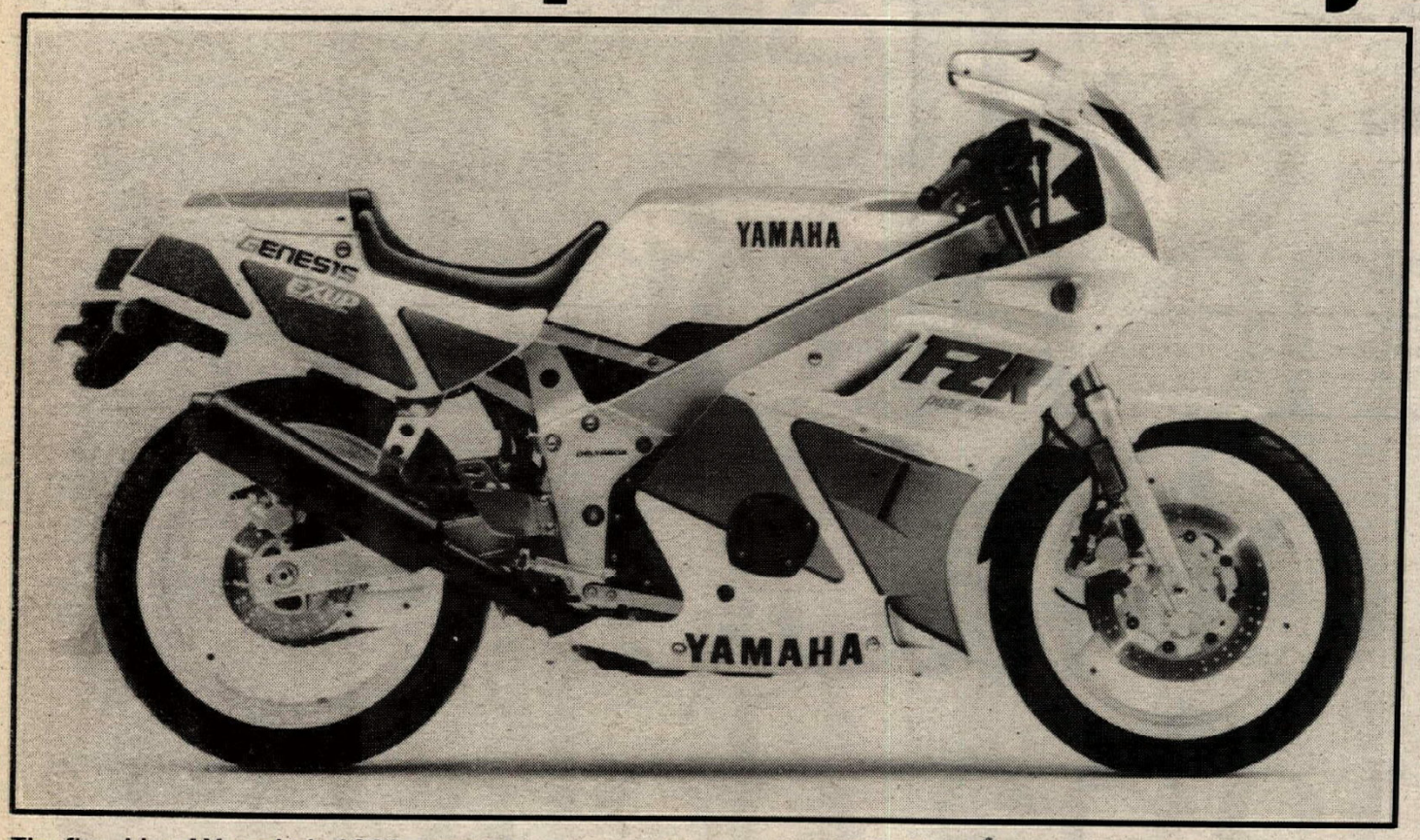
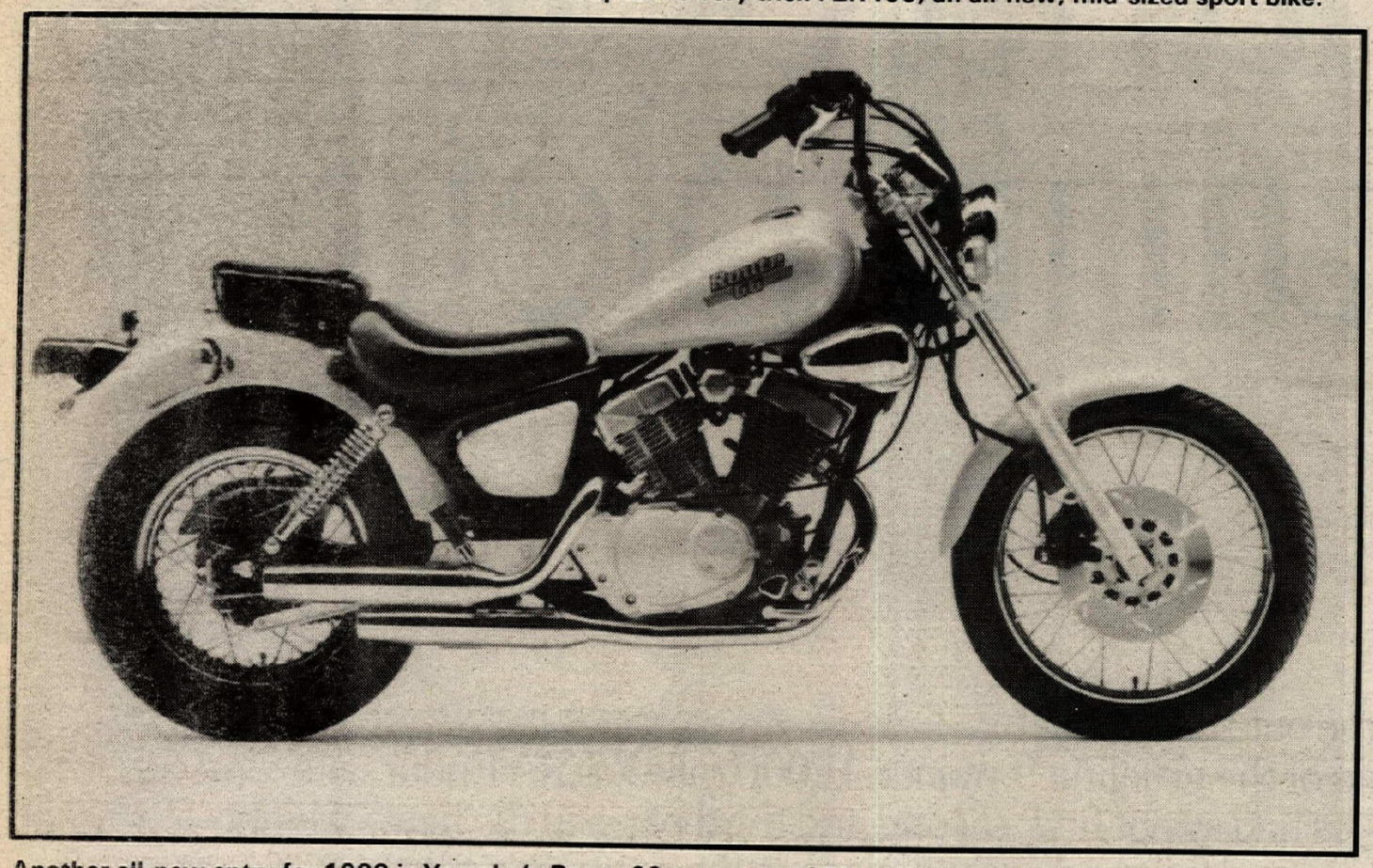
1988 Yamaha street bikes

FZR400 paves the way



The flagship of Yamaha's 1988 street bike lineup is the very trick FZR400, an all-new, mid-sized sport bike.



Another all-new entry for 1988 is Yamaha's Route 66, a custom, 250cc, V-twin with traditional styling.

"Put the fun back into motorcycling," is Yamaha's marketing theme for 1988, and the Japanese motorcycle manufacturer proposes to do that by *thinking small.*

The three, all-new motorcycles in Yamaha's 1988 street bike lineup are smaller-bore machines. They include the FZR400, a mid-sized sport bike; a 250cc custom V-twin cruiser called the Route 66; and the DT/LC, a street-legal, 50cc, dual-purpose minibike.

Setting the three new models aside, Yamaha's line has changed little from 1987, with two exceptions. The FJ1200 super sport bike will not be imported into the United States this year, and the V-Max, Yamaha's monster factory custom 1198cc DOHC V-4 which was not imported into the U.S. in 1987, will return for 1988.

The heart of the exotic FZR400 is a 399cc, liquid-cooled, four-stroke, in-line four-cylinder Genesis engine that redlines at 14,000 rpm. Unlike larger Genesis powerplants, the motor in the FZR400 sports four, rather than five valves per cylinder. The cylinders are inclined forward 45° to allow better weight distribution and to provide a straight intake path for four downdraft 32mm constant-vacuum Mikuni carburetors; airbox capacity is 7.7 liters.

Both the dual-coil TC ignition and the electronic fuel pump are controlled by a digital computer. Coolant is stored in a forward-mounted, double-row radiator, and an electrically driven fan helps maintain constant coolant temperature.

The powerplant is housed in Yamaha's rigid, lightweight Deltabox aluminum frame, which uses sheet aluminum welded into large beams to make up the main backbone. Cast aluminum pieces form the steering head and swingarm pivot, and square section steel tubing is used for the front downtubes and to form seat and fender support.

The bike is suspended in front by a Kayaba fork with 38mm stanchion tubes. The Monocross rear suspension controls an aluminum swingarm via a single Kayaba shock with seven-way adjustable spring preload; suspension offers 5.12 inches of travel, front and rear.

The 400 has large disc brakes to handle stopping chores. Up front, the FZR sports dual 282mm floating discs, and a 210mm disc shuts things down in the rear.

The 400 will come standard with low-profile radial tires, either Bridgestone or Dunlops, mounted to hollow cast-aluminum wheels. The entire package has a claimed dry weight of 370 pounds and will retail for about $4000, (suggested retail prices for 1988 models have not been released).

The California version of the FZR400 (the FZR400S) will be the first production motorcycle to offer Yamaha's patented variable exhaust valve system (EXUP), which continually alters exhaust pipe tuning to best suit different engine speeds. The EXUP system reportedly boosts low and mid-range torque, resulting in higher power output. EXUP-equipped bikes will be sold in California only.

The FZ line is rounded out by the FZR1000, FZR750R, FZ750 (up to 749cc from 699cc in 1987) and the FZ600, all of which offer detail changes but are virtually unchanged for 1988.

The Route 66, which Yamaha calls, "the most affordable custom V-twin in America," is powered by an air-cooled, long-stroke 250cc engine fueled by a single Mikuni downdraft carburetor. The engine exhausts through stylish staggered dual pipes on the right side. The Route 66 has a traditional teardrop tank, pullback bars, spoked wheels with chrome rims and a low, two-piece seat.

Other custom models in the Yamaha line include the return of the Virago 1100 and Virago 750. On both models riding position has been changed — handlebars have been moved forward (1.6 inches) and upward (1.2 inches), footpegs have been moved forward about two inches and broader saddles have been added. The mid-sized V535 Virago and the monster V-Max round out the cruiser line.

Yamaha hopes to repeat the unprecedented success of the YSR50 (which returns unchanged in 1988) with a new, fully street legal, dual-purpose, "full sized" minibike. The DT/LC has a 50cc, water-cooled, single-cylinder engine, long-travel, air-adjustable fork, Monocross rear suspension, full instrumentation and an Autolube oil injection system. It will retail for about $1100.

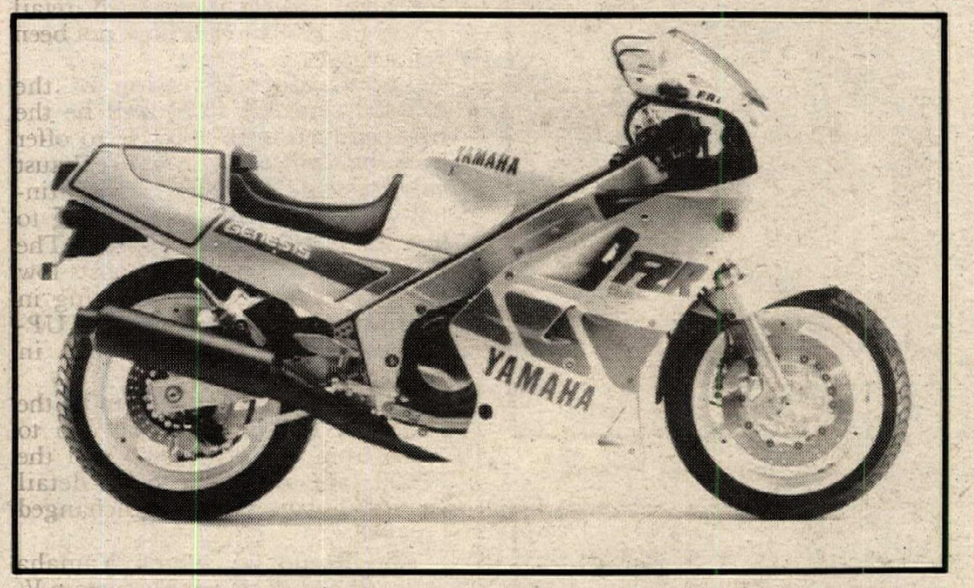
Yamaha fills out its 1988 dual purpose line with several relatively unchanged models — the XT350, TW200, BW350, BW200, and BW80.

In the touring department, Yamaha will again offer the Venture Standard, powered by a 1294 DOHC liquid-cooled V-four engine combined with a five-speed overdrive transmission and shaft-drive, and the Venture Royale, which boasts the same features as the Standard plus Yamaha's Computer Leveling Air Suspension System.

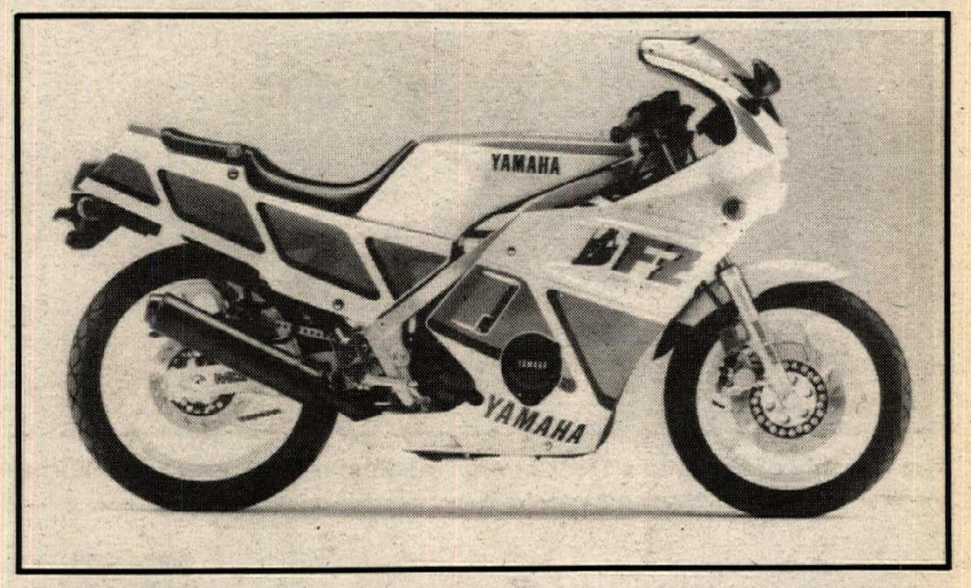
Yamaha's Radian, a sophisticated "entry-level" motorcycle, also returns relatively unchanged for 1988. It sports a 598cc, air-cooled, in-line four-cylinder, four-stroke engine with a six-speed transmission. •

Yamaha's brand new DT/LC is a small-bore, dual-purpose motorcycle powered by a 49cc, liquid-cooled, two-stroke engine.

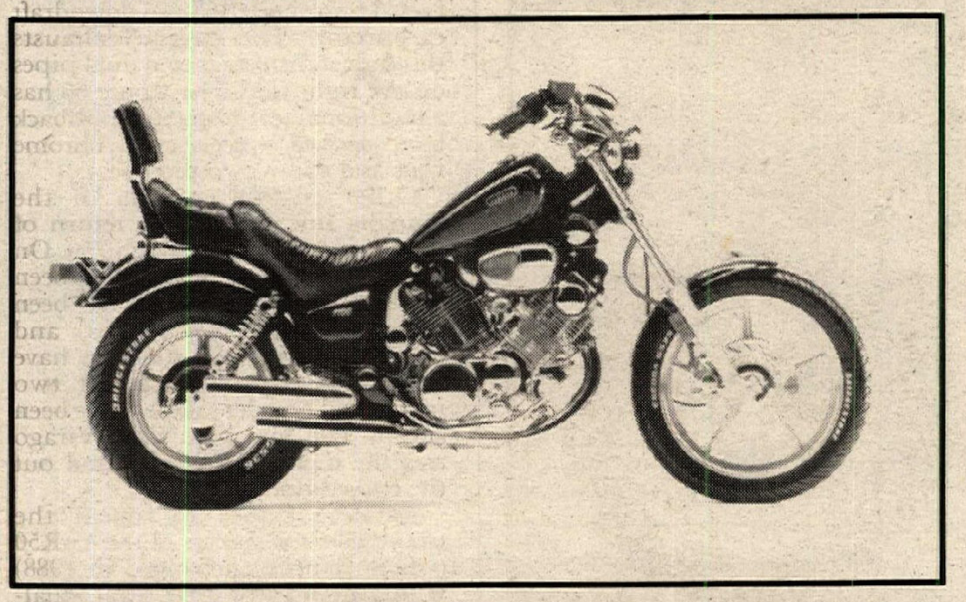
Last year, Yamaha's V-Max was gone, but the monster 1198cc DOHC V-4-powered factory custom returns in 1988 in all its eye-popping glory.



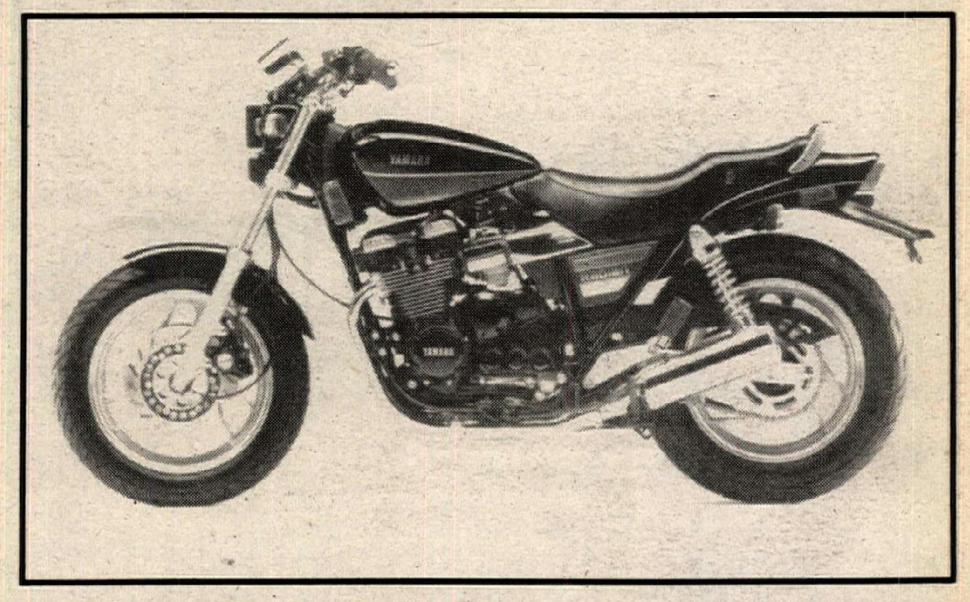
The FRZR750R, Yamaha's street-legal version of its powerful superbike road racer, will be offered again in 1988 in limited quantities.



In 1988, the FZ600 has the same digitally-controlled TCI ignition system found on larger FZ models. Otherwise, it's the same bike as last year.

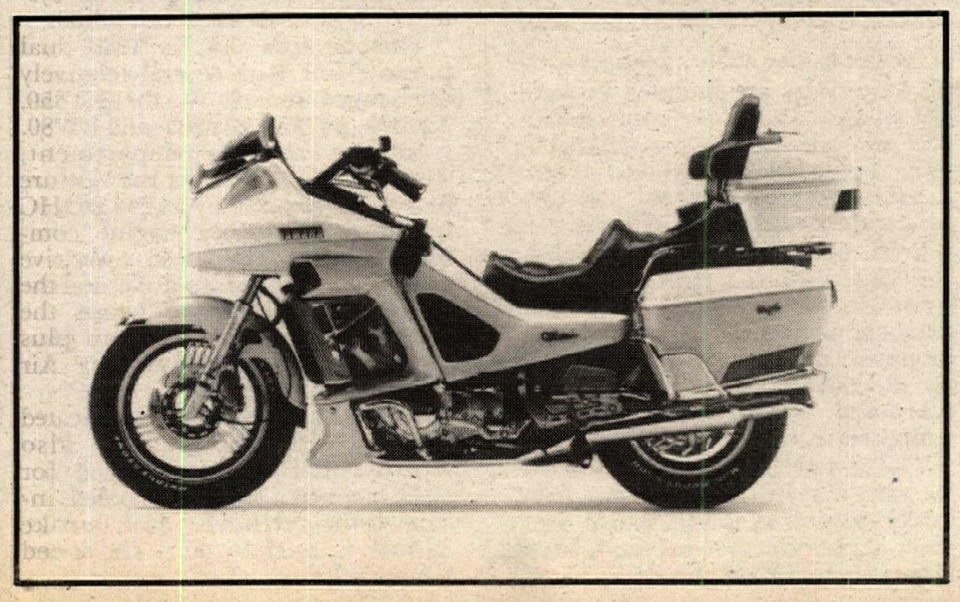


On Yamaha's custom Virago 1100, the handlebars and footpegs have been moved forward and a broader saddle has been added.

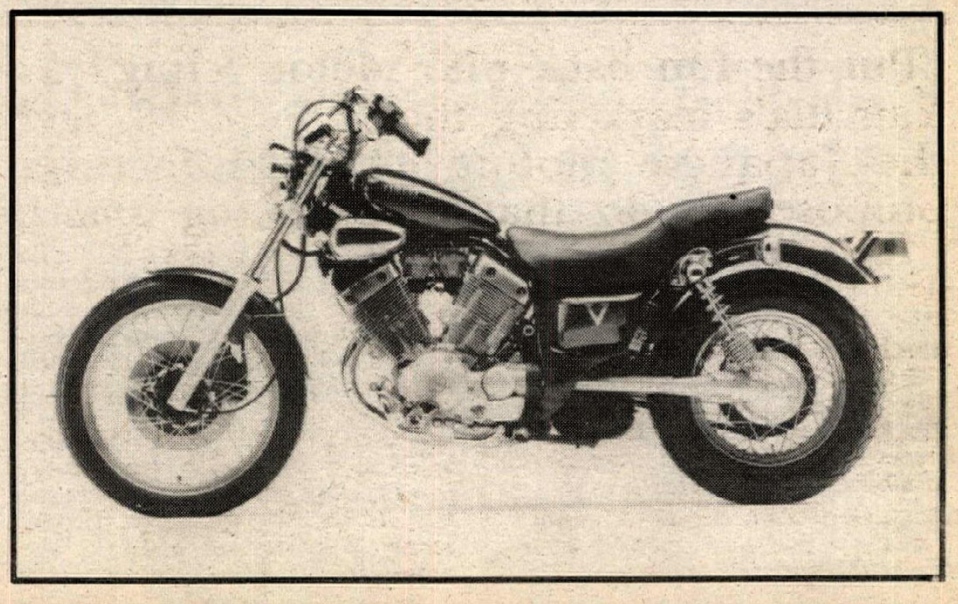


The Radian 600, Yamaha's entry-level sport machine, has changed little for 1988. It boasts a 598cc DOHC in-line four-cylinder engine.

The 1988 Venture Royale is the same top-of-the line tourer offered in 1987. It's powered by a liquid-cooled, 1294cc, V-4 engine.



The 1988 V535 Virago, like the 1987 version, offers classic custom looks and is powered by a 535cc, air-cooled, SOHC V-twin engine.



Dave Bertram piloted his Husky Automatic to the overall victory at the Redding Dirt Riders' Buckhorn National.

South Carolina native Randy Hawkins roosted his Husky to second overall, finishing just one point behind Bertram.

Newly-crowned National Enduro Champion Kevin Hines rode what he called a "safe" race and finished third overall.

Jeff Russell was one of the four Husqvarna riders to finish in the top five at the Buckhorn National, placing fourth overall.

AMA RK Chain National Championship Enduro Series: Round 11

Bertram tames Buckhorn National in California

By Mike Larson

OAK RUN, CA, NOV. 8

Husqvarna's Dave Bertram squeaked out the overall victory at the Buckhorn National Enduro, by edging his Husqvarna teammate Randy Hawkins by a single point.

Bertram dropped a total of 17 points on the the 120-mile run, while Hawkins turned in an 18-point loss. Newly crowned National Enduro Champion Kevin Hines piloted his KTM350 to third overall, just three points behind winner Bertram with a total of 20 points.

Betram took the win in spite of having serious trouble with his odometer during the run. Bertram's odometer quit on him not once, but twice in the 120-mile event.

Husqvarna's Jeff Russell claimed fourth overall, while the rest of the top 10 were Oregon's John Nielsen, Jeff Irwin, Duke Lambert, Ed Arnet, Donnie Simone and Don Hoagland.

The run was hosted by the Redding Dirt Riders and had almost 280 participants. The A riders had a 120-mile run, while the B riders had to go a total of 116. C riders and Senior class competitors had a challenging 86-mile trail.

The run had originally been scheduled for October 4, but was cancelled due to the posting of a Stage II fire alert in the area because of extremely dry conditions in northern California. The enduro was rescheduled for November 8 after rains lessened the danger of fire.

Riders were greeted by cool temperatures and rain late in the week made the trail conditions virtually dust free.

In the B class the top rider was Lynn Barnes, while the C class was topped by James Craig. In the "C" C class (for riders who haven't earned any C points in the district) Kenny Stewart took top honors.

For most of the 120-mile run Bertram, Hawkins and Hines were running very close on points, dropping only a few points on the first two loops, with Hawkins holding a slight edge on the other two.

The club laid out a challenging section in the final part of the run for the A riders, consisting of very tight, virgin trails. This section, called the "Dead Forest," on the last loop would prove to be the critical one for the the three front-runners. This section contained a tie-breaker check and was littered with fallen trees and low hanging branches.

At the end of the this section Hawkins and Bertram had both dropped 11 points, while Hines dropped 12. After a 30-minute reset,

Jeff Irwin guided his big Husky four-stroke to a sixth overall finish in the 120-mile Buckhorn National Enduro.

John Neilsen prepares to head out into the final section on his way to a fifth overall finish.

Bertram (left) and Hawkins (right) were close throughout the entire enduro and finished with 17 and 18-point scores, respectively.

Hines was running with the leading Husky duo at the first gas stop, but his 20-point score gave him a third overall finish.

the riders headed out for the final few miles and the finish.

At the end of the run Bertram held the top spot with his 17-point loss, just beating his fellow Husky rider Hawkins' 18-point total for the overall victory. Hines finished with a 20-point tally.

"I made out pretty good towards the end," said Bertram, "but it was kind of a struggle. My odometer quit on the first loop, then I fixed it and it quit again .8 miles into the third loop, so I went the whole third loop with no odometer. So it was kind of a struggle, but I think everything worked out alright, I beat Randy (Hawkins) by one point.

"I thought it was a good enduro, the course was well marked and we had perfect conditions, you couldn't ask for any better. I really liked that tight section they had, it was definitely interesting."

"I had a pretty good ride today," said Hawkins, "I'm coming back and I'm pretty healthy after my knee injury back in January. I'm feeling a lot more comfortable on the bike.

"After the first part of the run I had a point on him," continued Hawkins, "but Dave came back and caught me in the last two sections and won it. I really didn't have any problems, I did have two bad crashes, but you have those every now and then.

"This is quite a change from last week," said Hawkins, "I saw more rocks last week than my home state of South Carolina has."

"They (the club) did a super job of laying out the run," said Hines, "I had a few little problems, but I was just here to ride and have a safe ride. I wrapped up the championship last week so I didn't have to win, that took a little of the pressure off. I didn't try as hard, I didn't have the desire.

"I just got bottle-necked a couple times. There were two guys stuck on logs and there was no way I could get around them and that cost me a minute, two minutes, but it was no big deal.

"That section in the third loop was tight, it was a lot of muscle work, you just had to muscle the bike through, it was good."

"I rode as good as I could ride," said fourth overall finisher Russell, "I hurt myself out in the desert last week, when I went over the bars in one of those sand washes. I hit my leg pretty bad and I've got a pretty massive bruise on my thigh. On right hand turns it was hard to keep my leg out. So I just went out and tried to keep a conservative pace and go as fast as I could.

"Great trail, good traction and no dust, you couldn't ask for any better conditions. All in all I wish I could have been 100%," said Russell.

Husky four-stroke rider Irwin who carded a sixth overall said, "You couldn't have asked for better conditions. There was a lot of trail and hardly any road sections. Most of the trail the averages were maintainable at 18 or 20 miles an hour, then when they'd kick it up to 24, you couldn't average it.

"The one section that they had in there before the last tie-breaker check was equivalent to that Texas National Enduro where everyone houred out. It was real tight. I didn't really have any troubles, I just didn't go that fast. That bike's pretty big to be in that tight, tight stuff."

In the B classes Barnes claimed top honors and scored the victory in the Open B class. Open class bikes proved to be a good choice at the Buckhorn as the top C rider was also mounted on an Open bike. Craig took top C laurels and scored the victory in the Open C ranks. •

Results

OVERALL: 1. Dave Bertram (Hus); 2. Randy Hawkins (Hus); 3. Kevin Hines (KTM); 4. Jeff Russell (Hus); 5. John Nielsen (Hus); 6. Jeff Irwin (Hus); 7. Duke Lambert; 8. Ed Arnet (KTM); 9. Donnie Simone (Kaw); 10. Don Hoagland.

200 A: 1. Donnie Simone; 2. G. Peterson; 3. D. Wells.

250 A: 1. S. Shoemaker; 2. S. Reynolds; 3. M. Walden.

OPEN A: 1. John Nielsen; 2. Ed Arnet; 3. Don Hoagland.

VET A: 1. J. Wetzler; 2. R. Adan; 3. T. Lucchesi.

SR A: 1. F. Showers; 2. R. Christian; 3. D. Behr.

S/SR A: 1. K. Reiser; 2. Sorensen; 3. R. Webster.

200 B: 1. B. Cavenel; 2. E. Westerhoff; 3. S. Heywood.

250 B: 1. L. Thompson; 2. B. Stene; 3. R. Hitchcock.

OPEN B: 1. Lynn Barnes; 2. Martin; 3. J. Porter.

VET B: 1. S. Forester; 2. P. Watkins; 3. D. Carpenter.

SR B: 1. T. Bishop; 2. M. Lawman; 3. C. Elderton.

4—STRK B: 1. T. Deam.

200 C: 1. N. Hickmont; 2. M. Barber; 3. J. Seltl.

250 C: 1. S. Little; 2. R. Austin; 3. R. Cavanaugh.

OPEN C: 1. James Craig; 2. Robinson; 3. L. McKinley.

VET C: 1. Hall; 2. K. Edgemont; 3. L. Shepherd.

SR C: 1. T. Robinson; 2. J. Little 3. W. Hopkins.

4-STRK C: 1. D. Bachand; 2. R. White; 3. E. Engman.

"C" C: 1. Kenny Stewart.

Honda XR600-mounted Dan Ashcraft (foreground) passes Randy Morales for the Baja 1000 lead. The Ashcraft/Bruce Ogilvie team won.

Ogilvie picked up where Ashcraft left off — in the lead. The Ashcraft/Ogilvie duo finished 30 minutes ahead of the second place team.

SCORE Baja 1000

Ashcraft/Ogilvie charge to Baja win

By Anne & Tom Van Beveren
Photos by Tom Van Beveren & Kinney Jones

ENSENADA, MEXICO, NOV. 6

The Team Honda duo of Dan Ashcraft and Bruce Ogilvie ran away from the field to take a wire-to-wire win in the 1987 edition of the SCORE Baja 1000.

After 689 miles of grueling, high-speed racing, the hard-charging Honda team powered their factory XR600R across the finish line more than 30 minutes ahead of the nearest competition to claim Honda's fourth Baja 1000 win in four years. They headed a Honda lineup that saw the red machines take the top three finishes and 10 of the top 20 placings.

"Dan did all the work," Ogilvie said after making the final sprint through the streets of Ensenada. "He rode so good in the first section this morning he handed the bike over to me with a 13-minute lead after 190 miles. He had already won the race by the time he gave me the bike. My job was not to do anything that would lose it."

"This is a really special win for me," Ashcraft said. "I've been leading this race for the last four years but every time the bike broke down so I didn't ever win. It feels really good to finally win one."

This year's event, which started and finished in Ensenada, featured a shorter course than the usual 1000-mile layout, but what the course lacked in distance was more than made up for by conditions resulting from 10 days of torrential rain the week before the race.

Baja's typically dry, dusty terrain was replaced by puddles, mud bogs and wash-outs in the northern sections of the course, prompting SCORE officials to describe conditions as the worst they have seen in the last 10 years. And if dealing with the wet sections to the north was not enough, the rain-free areas at the southern end of the course remained as dusty as ever.

Baja veteran Larry Roeseler said the course near Mike's Sky Rancho was so wet and muddy that he was adding two hours to his estimated finishing time and many of the other racers were busy before the race plotting lengthy detours around the edge of the now-soggy Diablo Dry Lake.

But the wet ground had some advantages.

"The traction is unbelievable," said first-time Baja racer Paul Krause of the ATK team. "If you overshoot a corner it's no problem. You just lay the bike over until the bars are in the dirt and gas it and it'll come right around. A bit of mud is a lot better than not being able to see for all the dust."

The morning was cool and cloudy as the riders lined up before dawn awaiting the start of the race. The first green flag dropped at 6.30 a.m., and Team Husky's Garth Sweetland slithered off the starting line and powered through the wet streets of Ensenada in a headlong rush to build up an early lead.

Lead-off riders from a total of 83 motorcycle teams followed Sweetland out at 30-second intervals, all hard on the gas except for one of the race's 17 Japanese entrants, who came to a sudden stop just a few yards off the starting line when a traffic signal at a blocked-off intersection turned red.

As the racers tackled the 15 miles of pavement leading into the 200-mile first section toward Tres Pozos, Ashcraft was already making his move.

"I was really determined off the start," Ashcraft said. "I had pre-run that pavement section over and over and when the race started I was passing guys like crazy. I was gassing it on the wet pavement and they were backing off because they weren't used to it. I started way back in the field, nine minutes behind the first bike, but I made up a lot of time before we even hit the dirt."

As the frontrunners cleared check two at Nuevo Junction, 95 miles into the race, Ashcraft had already taken the time-adjusted lead. The Honda team was a full minute ahead of Kawasaki's 250cc team of Ted Hunnicutt and Brett Howell, with Kawasaki's Larry Roeseler/Randy Morales KX500 team another minute back in third. Husqvarna's Garth Sweetland and Dan Smith held fourth place in the time-adjusted standings.

Team Husky's bid for the win did not last long. Just 10 miles out from the Nuevo Junction check, Smith broke a rear hub and was forced to turn back for repairs.

"I started to ride back but the bike didn't make it all the way so I had to get off and walk," said Smith. "By the time I got a new wheel and made it back to the bike I was two hours down and the first two cars had gone through. I couldn't go over the summit in the middle of all the cars, with no brakes, so I just rode out down the highway."

Another early casualty was Scot Harden of the Haines/Harden/LaPorte XR625R Class 30 (Over 30 Years Old) team.

"I hit my hand on a tree branch that was sticking out into the course just after the summit and I guess I broke something," said Harden, holding up a badly swollen right hand.

Harden rode more than 100 miles before passing the bike over to his teammates at Barrego, then was forced to withdraw from the race, leaving LaPorte to ride a double

The Larry Roeseler/Morales team was running third before encountering carburetor problems, causing the bike to run out of gas several times.

Chris Haines, Scot Harden and Danny LaPorte teamed up on a Honda XR600 to finish third overall. Harden dropped out with a broken hand.

session to take up the slack in the later stages of the race.

Roeseler and Morales also ran into difficulties early in the race when their Open class Kawasaki ran out of gas for the first of what was to become many times before the event was over.

"Our problems started early," Roeseler said. "Randy went up through Ojos Negros and the bike was running so rich it would hardly run. When I got down to the desert it ran a bit better but we ran rich all day and kept running out of gas. I ran out twice and Randy ran out once. It's a long race and anything can happen, but once you've had 15 or 20 minues down time waiting for gas there isn't much you can do except hope that everyone else has bad luck too."

Ashcraft's charge continued as he headed south toward the rider change at Borrego. As he powered into the first of the dusty desert terrain just 190 miles into the race, Ashcraft had made up his nine-minute starting deficit to take over the physical lead and was more than 20 minutes ahead on adjusted time.

"The bike's working so good," said Ashcraft as he watched Ogilvie take the big red thumper out into the 200 mile southern loop through San Felipe. "The thing is really making some horsepower and it still sounds great. Usually by this time the bikes are making some noise up in the top end but ours isn't making any at all so we're doing really well."

The 250cc Hunnicutt/Howell team had the time-adjusted second place as they raced through the Borrego pit, just a few minutes faster than the Haines/Harden/LaPorte Over-30 team which was rocketing up through the pack on their Honda XR625R.

Just a couple of minutes back in a close race for fourth overall were the Roeseler/Morales KX500 and the Joey Lane/Mark Vanscourt CR250, clearing the pit just 18 seconds in front of Baja rookies Paul Krause, Kevin Steele and Don Lieb on the fifth place ATK entry. Frank Chase and John Braasch had the 125cc lead and the Husqvarna entry of Casey Folks and Dick Burleson was already way ahead of their nearest Over-38 rivals.

The Honda blitz continued as Ogilvie powered through the San Felipe loop. As he passed the halfway point of the race just before San Rafael, Ogilvie had pushed the XR600R's average speed up to 60.36 mph. When he stormed back onto Highway 3 for the rider change at the road leading into Mike's Sky Rancho, the Honda Team was a full 29 minutes ahead of Al Baker and Randy Norman, who had pushed their Al Baker's XRs Only XR625R to second in the physical standings but were about 10 minutes behind Hunnicutt and Howell on corrected time.

"We're trying as hard as we can, that's for sure," said Hunnicutt as he watched Howell power off toward Mike's Sky Rancho after a slower-than-usual pit for a wheel change and brake repairs. "I had a few problems coming out of San Rafael. I think there must've been some dirt in the dump can because about half a mile out from the pit the bike started to die. After about 15 miles it finally died and I had to flush the carb out to get it going again. I lost a bit of time cleaning it out and before that I was going about 40 mph on a 100 mph dirt road, so it cost us some time."

Morales also had gas problems in the San Felipe loop. After finding a good line across Diablo Dry Lake and launching the Roeseler/Morales Kawasaki up into second overall, Morales lost 20 minutes waiting for gas shortly afterwards. The Krause/Steele/Lieb ATK entry also lost time in the southern loop when Lieb selected the longer but safer route around the edge of Diablo Dry Lake to avoid bogging down in the muddy conditions.

By the end of the San Felipe loop, the 125cc field was thinning rapidly. Jeff Miller and John Rudder's Team Cagiva entry got to within seven minutes of Chase and Braasch but dropped out with ignition problems near San Felipe, giving the Chase/Braasch Husky an almost unbeatable lead of one hour and 10 minutes over the only other 125cc entry — a Yamaha team headed by San Diego's Earl Roberts. But Chase and Braasch were soon out of the running after they spun their flywheel and ruined their crankshaft and all Roberts had to do was finish to take the class win.

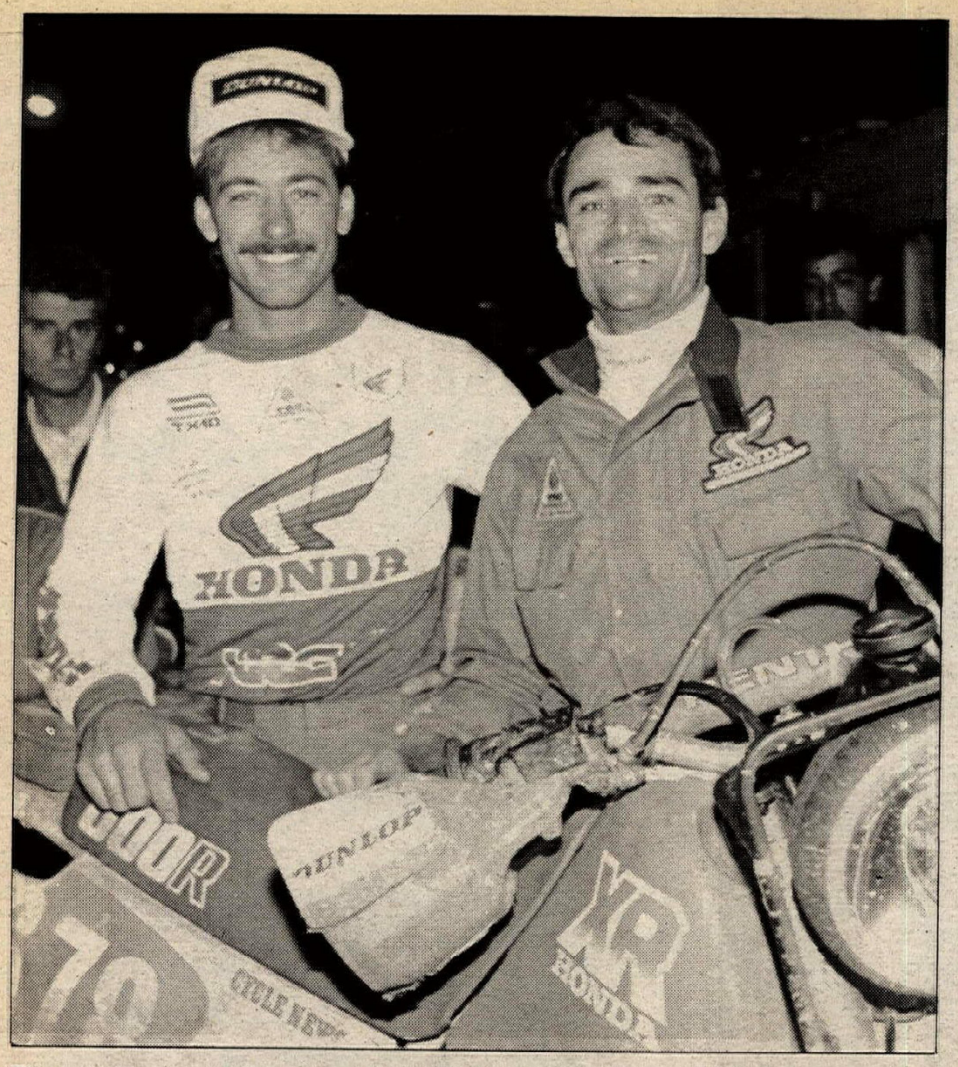
Almost nine hours into the race with just 160 miles to go, Ashcraft was still going strong when he hit the Pacific Coast at Camalu. The XR600R was still way out in front of the competition and hadn't missed a beat. Headlights came on by the time Ashcraft handed the bike over at Uruapan and as crowds gathered around the finish line in Ensenada, Ogilvie launched the final 70-mile sprint to the checkered flag.

"We had such a big lead I was concentrating on taking it easy," said Ogilvie. "A lot of times I was consciously slowing down, not wanting to make a mistake and mess it up. By that time all we had to do was finish."

Ogilvie kept the pace going right up to the end, crossing the finish line with a total elapsed time of 12 hours, two minutes and 14 seconds to give Team Honda a winning average of 57.24 mph.

"It's been a long day," said Ogilvie, who now has two Baja 1000 wins in a row to add to his four wins in the Baja 500. "Dan won it for us today. We were 19th off the line but he got us into the lead physically after only 100 miles. After that it was easy."

"It's about time I won this race again — the only other time was with Dan Smith in 1983," said an obviously happy Ashcraft, who thanked Honda, Hondaline, Pro-Honda Oil, Shoei, Scott USA, Dunlop and ProCircuit. "We had a great ride. The only problem I had this year was with a telephone pole covered with dirt that the Mexicans had put across the road. I saw it but not until I was right on it. I locked



The winning team — Dan Ashcraft (left) and Bruce Ogilvie. Both riders have two Baja 1000 wins to their credit. It's two in a row for Ogilvie.

Randy Norman, who teamed up with Al Baker, heads out into the night portion of the Baja 1000. The team finished second overall.

up the brakes then grabbed a handful at the last minute and went flying through the air. It was pretty scary."

The winning edge in Baja, according to Ashcraft, comes from knowing the course.

"I pre-ran my sections five or six times," he said, "and that made a lot of difference. I don't want to brag but I was passing guys like they weren't even racing. They'd be backing off because they didn't know what was up ahead and I'd go around them like they were standing still. You have to know the course to win down here."

There was a wait of more than 30 minutes before the second set of lights raced down the pavement and Randy Norman claimed second overall for the Baker/Norman XR625 with an elapsed time of 12:37:44 and an average speed of 54.56 mph.

"The conditions today were fantastic and the bike was perfect," said Norman, who thanked Al Baker's XRs Only for preparing the big Honda. "The only problem we had was that our chase truck broke down and Al had to ride from Uruapan to Ojos Negros at night over unfamiliar ground. We only lost five minutes in that section though, so it wasn't so bad."

Third overall went to the hard-charging Class 30 team of Haines, Harden and LaPorte. Haines brought the team's factory XR600R in just 12 minutes behind Norman and Baker despite breaking a headlight bracket and having to hold the right headlight with his hand for the last 15 miles.

"It was a little wet in places but it was a good day because there was no dust," said Haines, who thanked sponsors Pale Off-Road Park in Japan, American Honda, White Bros., XRs Only, Bell, Bridgestone, Scott USA, Alpinestar, his teammates, "and everyone else that's helped us."

Teammate LaPorte described the course as "a big motorcross track, but it's insane to do 95 to 105 mph as far as these desert guys go. It's like going 14 hours on the edge," said the former 250cc Motocross World Champion.

Fourth overall and first in the 250cc division (Class 21) was claimed by the Hunnicutt/Howell Kawasaki with an average speed of 52.89 mph.

"This is my second time in Baja and last time I won the Baja 500 with Larry Roeseler," said Hunnicutt, who is sponsored by Kawasaki/Trick/Dunlop/Duralube. "An overall win last time and a class win this time - who wouldn't be happy with that?"

Team Green also claimed fifth overall (third in Class 22) with the Roeseler/Morales KX500.

"We just had a few problems and it's always hard to catch up after that," said Roeseler, who thanked Kawasaki, Scott, Malcolm Smith, Duralube, Maxima, Renthal and F&L. "But it was a good race. Even though it was a short 1000, it was a fun one. We've had rain down here a couple of times and I think it makes for some good racing."

Fourth place in Class 22 went to the Derrick Paiement/Kenny Parry Yamaha duo, who were backed by Granada Yamaha/PJ1/Dunlop. They finished seventh overall despite two broken headlights.

Fifth in Class 22 (eighth overall) went to the Krause/Steele/Lieb ATK team, which was sponsored by ATK/F&L/Spectro/Dunlop/Smith/Hallman/Renthal/GA Sportswear. Surprisingly, the team finished the race on the same rear tire they started with.

"Of course we were going to change tires," Krause said, "but the pack on the rear fender broke and all the spacers fell out so our spare wheels wouldn't fit. Next year we'll know what happens down here and we'll be better prepared."

Second in Class 21 went to Joey Lane and Mark Vanscourt who brought their CR250 home with the sixth fastest time overall.

"It was kind of short for the 1000, but it sure feels great when you get off the bike," said Vanscourt, who thanked Joe Bolton, the third member of the CR250 team, and sponsors Bridgestone, Answer, Pro-Honda Oil and American Honda. "I think this gives us the overall class championship for the year and maybe the overall motorcycle championship as well. We're pretty happy with the way everything went this year."

The Las Vegas Husky duo of Scott Morris and Daryl Folks survived a day of mechanical disasters to finish third in the 250cc division (ninth overall).

"What a day," said Morris, who thanked EP Performs, Sportsman Cycle, Duralube, Macon Construction, Cagiva North America, Nevada Blasters, Dunlop Tires and KSI. "The first thing we did was run out of gas. Then Daryl got on the bike, seized it and destroyed a rear wheel. Then we lost the shifter. After that, I got a flat, then Daryl lost the shock, then I hit a ditch and one of the lights flipped off. We had such bad luck we couldn't believe it."

Finishing hard on his son Daryl's tail in the time-adjusted standings was Casey Folks, who took the honors in the Over-38 division (Class 38) for the Folks/Burleson Husky Team (10th overall).

"No thrills, no spills," was Folks' description of the race. "We had the kind of ride you dream about — it was perfect. I want to thank my partner for prepping the bike and our sponsors, Cagiva North America, Best in the Desert and Sportsman Cycle."

The next Class 38 entry to cross the finish line was the Ron Gray/Mike Harper Husky almost two hours behind the class winners, with Kawasaki-mounted Wayne Cornelius and Dave Davidson taking third.

David Callaway and Mike McDonald crossed the finish 11th overall to claim second in Class 30. "Baja is the best," said McDonald, who raced Baja for the first time at this year's SCORE Baja 500. "Once we got the bugs worked out everything was great. We had a good time and we want to thank Kawasaki of Riverside, Answer, Works Performance and all the friends who helped us out."

Scott Forward and David Arnold brought their American Honda/Scott's Scooter-sponsored XR600R in 13th overall to take third in Class 30.

If SCORE offered a prize for endurance, this year's award would have to go to Earl Roberts' YZ125 team. Roberts and teammate Alfredo Montiano were the only 125cc riders to survive the 689-mile course. It was almost three a.m. before the 125cc racers crossed the finish line, finally ending more than 19-and-a-half hours on the bike.

Results

OVERALL: 1. Dan Ashcraft/Bruce Ogilvie (Hon XR600); 2. Al Baker/Randy Norman (Hon XR625); 3. Chris Haines/Scot Harden/Danny LaPorte (Hon XR600); 4. Ted Hunnicutt/Brett Howell (Kaw KX250); 5. Larry Roeseler/Randy Morales (Kaw KX500); 6. Joey Lane/Mark Vanscourt/Joe Bolton (Hon CR250); 7. Derrick Paiement/Kenny Parry (Yam YZ500); 8. Paul Krause/Kevin Steele/Don Lieb (ATK 560); 9. Scott Morris/Daryl Folks (Hus 250); 10. Casey Folks/Dick Burleson (Hus 510); 11. David Callaway/Mike McDonald (Kaw KX500); 12. John Alexander/Greg Nash (Kaw KX250); 13. Scott Forward/David Arnold (Hon XR600); 14. Tod McKay/Tom Morton (Hon XR600); 15. David Rees/Andy Ording (Kaw KX250); 16. Steve Buckley/Craig Adams (Hon XR600); 17. Jim Buckingham/Paul LaVoie (Hon XR600); 18. Ken Strong/Ken Kugel (Hon XR600); 19. Ron Gray/Mike Harper (Hus 510); 20. Daniel Theric/Patrick Portlier (Hon XR600).

CLASS 22 (Motorcycles Over 251cc): 1. Dan Ashcraft/Bruce Ogilvie (Hon XR600); 2. Al Baker/Randy Norman (Hon XR625); 3. Larry Roeseler/Randy Morales (Kaw KX500).

CLASS 21 (Motorcycles 125—250cc): 1. Ted Hunnicutt/Brett Howell (Kaw KX250); 2. Joey Lane/Mark Vanscourt/Joe Bolton (Hon CR250); 3. Scott Morris/Daryl Folks (Hus 250).

CLASS 20 (Motorcycles Under 125cc): 1. Earl Roberts/Alfredo Montiano (Yam YZ125); 2. Frank Chase/John Braasch (Hus 125); 3. Jeff Miller/John Rutter (Cag 125).

CLASS 30 (Motorcycle riders Over 30 Years Old): 1. Chris Haines/Scot Harden/Danny LaPorte (Hon XR600); 2. David Callaway/Mike McDonald (Kaw KX500); 3. Scott Forward/David Arnold (Hon XR600).

CLASS 38 (Motorcycle Riders Over 38 Years Old): 1. Casey Folks/Dick Burleson (Hus 510); 2. Ron Gray/Mike Harper (Hus 510); 3. Wayne Cornelius/Dave Davidson (Kaw KX500).

"*MOTORCYCLIST* is written for motorcycling enthusiasts—it's written for me."

—Eddie Lawson

Name: Eddie Lawson

Occupation: Marlboro/Yamaha 500cc Grand Prix Rider

Riding History: "I started scooting around on my Dad's Yamaha 80 in 1965 when I was seven years old and shortly after that my grandfather bought me a Kawasaki 90. My dad and grandfather are ex-racers and got me started in dirt-track at the age of 12 on the 90. I remember seeing a factory Kawasaki roadracer in a shop and it scared me to death. I wouldn't even sit on it because it looked so evil. I guess I've learned a little since then. I rode Formula Two as an amateur for Harry Hunt and we won a lot of races and set a few records. My big break came in 1980 when I rode Formula Two and Superbike for Kawasaki. That developed into my current GP ride with Marlboro/Yamaha."

Track record: 1986—500cc Grand Prix World Champion; 1st place Daytona 200; 1st place Superbikers. 1985—runner-up 500cc World Championship; 1984—500cc Grand Prix World Champion. 1983—4th place 500cc World Championship; 1st place Superbikers. 1982—AMA National Superbike Champion. 1981—AMA National Formula Two Champion. 1977—1st place Daytona 250 Novice Race.

Riding Preference: "When I'm not racing in Europe I ride for fun. I ride off-road at least twice a week to stay in shape and

PHOTO: MIKE GASPAR

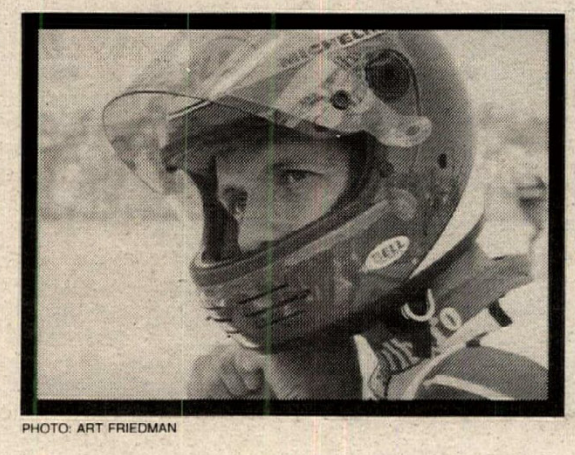


PHOTO: ART FRIEDMAN

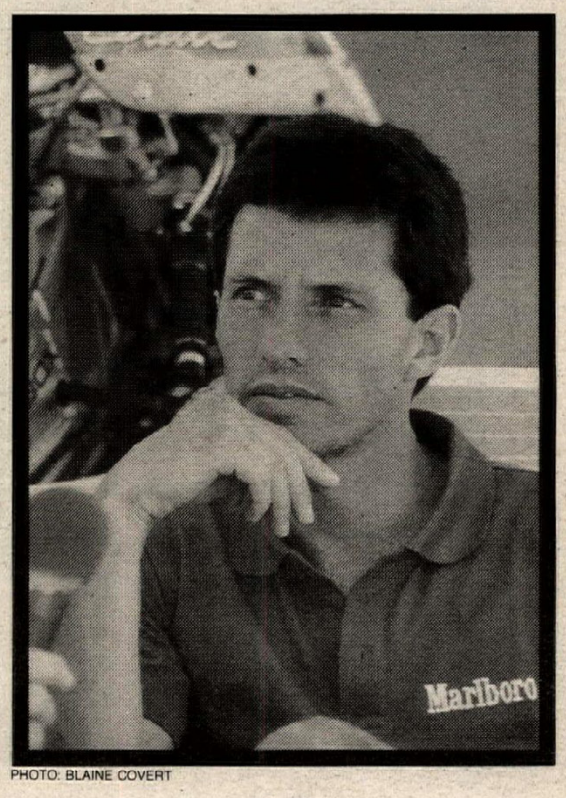
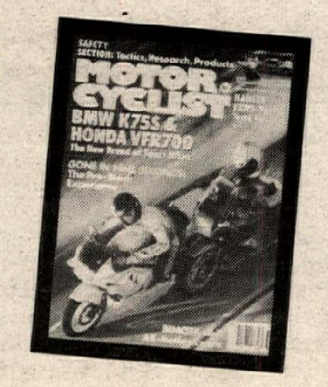


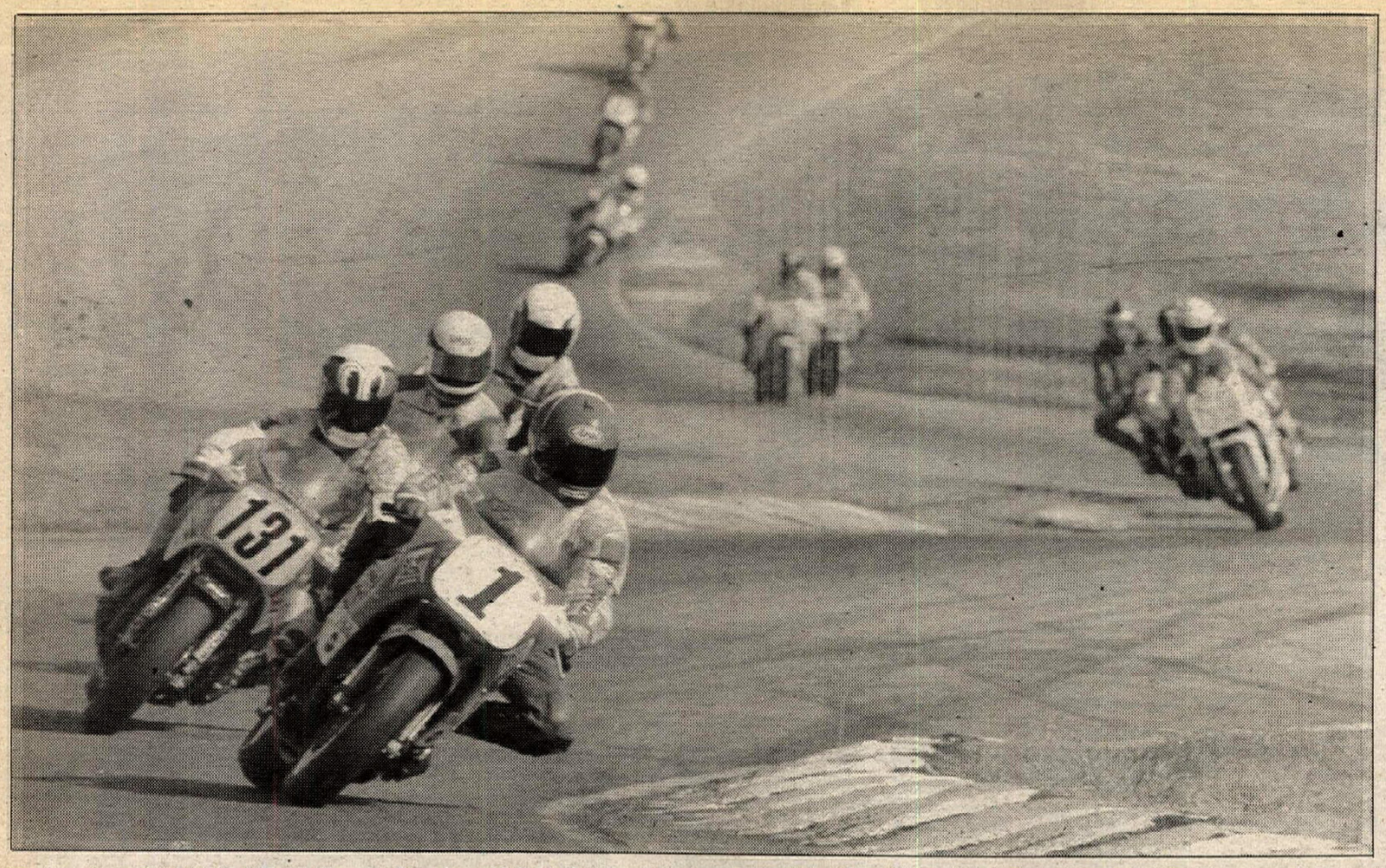
PHOTO: BLAINE COVERT

I like to ride my street bikes to dinner or a date. Now and then I'll take my old flattrackers and go slide around El Mirage dry lake. I must admit that no other type of riding is *exciting* to me now that I race GP bikes. A 150-hp two-stroke weighing under 300 pounds has a way of making other bikes feel tame."

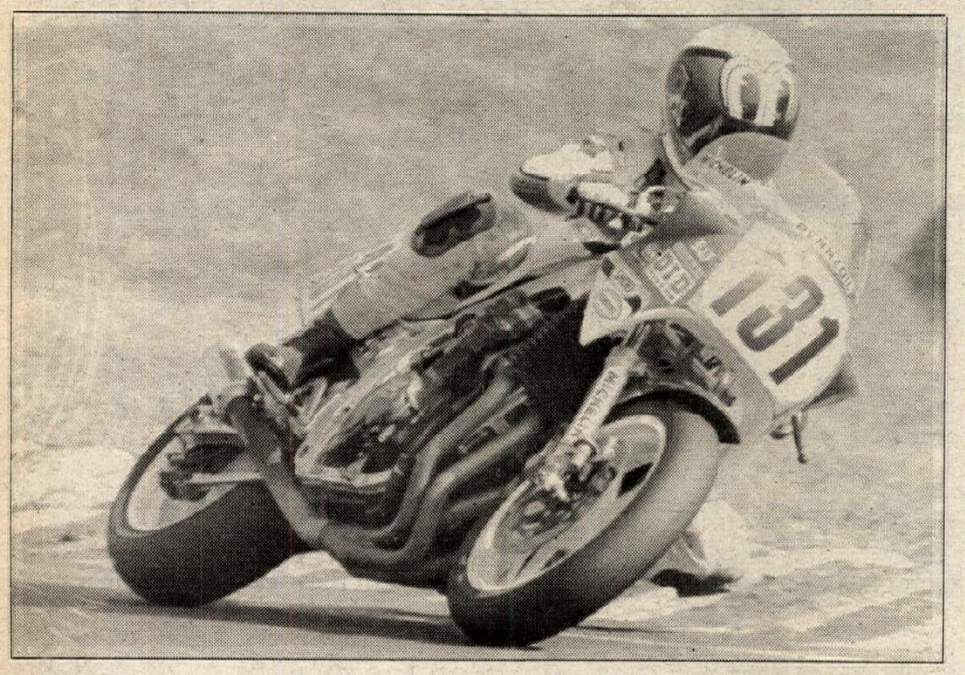
Bikes currently owned: Yamaha RZ350; Yamaha RD400 Daytona; Yamaha RZV500R; Kawasaki KZ1000ELR.

Magazine: "I'm paid to ride and like Yamahas, but I really enjoy reading about anything from scooters to V-Maxs. I read *MOTORCYCLIST* from cover to cover every month. The *MOTORCYCLIST* staff is made up of real people who know how to mix business with pleasure and that shows in the magazine. Whether it's technical information or a race report, they make it enjoyable and interesting to read. For the past two years I've written a column for *MOTORCYCLIST* called "Lawson's Lines," which gives readers a close-up view of Grand Prix racing. I think it's a good example of how *MOTORCYCLIST* caters to true enthusiasts. *MOTORCYCLIST* is written for motorcycling enthusiasts—it's written for me."





Team Suzuki (1) led Dutchman Racing (131) during the early going, but lost 45 minutes changing an engine.



Dutchman Racing's Jeff Heino and Kevin Rentzell won the final WERA Endurance road race of the season, completing 224 laps at Road Atlanta.

WERA/EBC Brakes National Endurance Series Final

Dutchman wins at Road Atlanta; Team Suzuki secures title

By Larry Lawrence

BRASELTON, GA, NOV. 7

Pittsburgh, Pennsylvania-based Dutchman Racing with riders Jeff Heino and Kevin Rentzell, won the final WERA/EBC Brakes National Endurance race of the season at Road Atlanta. The Dutchman Suzuki GSXR1100 performed flawlessly covering 560 miles in the six-hour event. High Tech Racing with Larry Juerink and Eric Moe finished second on another Suzuki, two laps behind Dutchman Racing; Yamaha-mounted Solmax Racing finished third one lap behind High Tech. Scott Russell and Terry Bailey handled the riding for Solmax.

An intense drama for the overall WERA/EBC Championship unfolded during the race when points leader Team Suzuki lost 45 minutes doing an engine change and finished 30th. The final points standings revealed that Suzuki won the title by a mere one and one-tenth point over The Human Race Team, who finished fourth at Atlanta.

It was the fourth endurance championship for the Californian team, who previously won titles in 1983, 1984, and 1986. Suzuki motorcycles have now won the WERA crown for five consecutive years.

Conditions for the 1987 final couldn't have been better. Bright sunshine and 70 degree weather greeted racers and race fans. The morning practice session was rough on several of the teams. Thomas Stevens crashed a Team Suzuki back-up machine as did Genesis Racing pilot Ken Welty, neither riders were injured.

Some interesting team strategy was being employed at Atlanta. Quite a few teams decided to enter two bikes for the event, a trick made popular by Team Suzuki at last year's event. The explanation for running two machines as separate teams varied from team to team. Genesis Racing ran team two, Speedy Wanker Boys mainly to give all of the team members ample riding time. The Human Race Team's offshoot was M&M Racing. The Humans hoped that M&M might act as a points buffer against their competitors.

Starter Al Wilcox waved the green to 68 teams starting the event. Suzuki's Mike Harth led the field on the first lap followed by Rentzell on the Dutchman machine; Russell on Solmax, and Kurt Hall on Human Race. Team Gamma, who won the Summit Point round, had problems off the line and was near the back of the field but quickly charged near the front on their GSXR.

Harth and Rentzell went wheel-to-wheel on the big Suzukis for four laps before Rentzell outbraked Harth, got the lead and started pulling away, turning laps in the one minute, 32 second range.

"I could've run with him but it was more important to the team that I ride conservatively and not do anything stupid," said Harth.

It was a rough situation for Team Suzuki after losing at Riverside to Dutchman. Team Suzuki wanted to prove that they were the best team on the track, but with the ever consistent Human Race Team in a good position to win the championship should Suzuki make a mistake, the strategy had to be one of winning the title even if it meant losing the race.

Last year's Atlanta winner High-Tech Racing began moving up from their fifth row start, and by lap five, Larry Juerink pushed the High-Tech Suzuki past the Human Race Team Yamaha into fourth place just behind Scott Russell on the Solmax Yamaha.

Rentzell continued his scorching pace throughout the first hour averaging 95 mph and opening up a one lap lead over second place Team Suzuki by the end of hour one. High Tech moved into third place when the Solmax machine ran out of gas and coasted into the pits 45 minutes into the contest. Human Race, Team Gamma, Gensis Racing, Dreyer Racing, M&M Racing and Garland Suzuki rounded out the top 10 after one hour of racing.

Team Indy controlled the Mediumweight Production class on their Honda Hurricane with Fritz Kling at the controls during the first hour. Team Uno number two and FBI Racing also led their class in the early going.

At the start of the second hour, Harth slowed drastically on the Team Suzuki entry. His lap times dropped almost six seconds. Four laps later Harth pulled in with some very bad news that something was wrong with the motor. It didn't have any midrange power and top speed on the horsepower hungry Road Atlanta back straight and was down considerably. Stevens hopped on the sick machine and took off just as Rentzell was bringing the Dutchman Racing Suzuki in for a regularly scheduled stop.

Jeff Heino was called in to replace Dutchman regular Doug Brauneck, who was in California at an AMA awards banquet. Heino was optimistic about his team's chances at Road Atlanta.

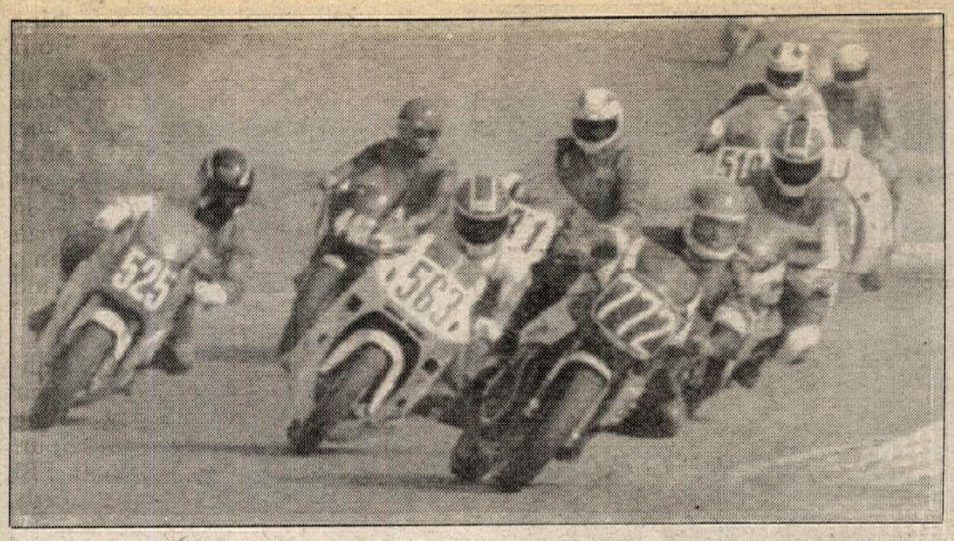
"I like this track and Kevin is definitely fast here," said Heino. As Heino took the controls the Dutchman Suzuki sounded crisp, the team was looking very strong.

Team Suzuki tuner Jim Labine and co-founder John Ulrich were huddled in the corner of their pits discussing their options. Labine wanted to bring the ailing Suzuki in for an engine change; he reasoned that if the motor blew somewhere in the back sections of the track there would be no telling how long it would take to recover the machine. Ulrich asked Labine if he thought the motor would last six hours if it was nursed, Labine's reply, "Your guess is as good as mine."

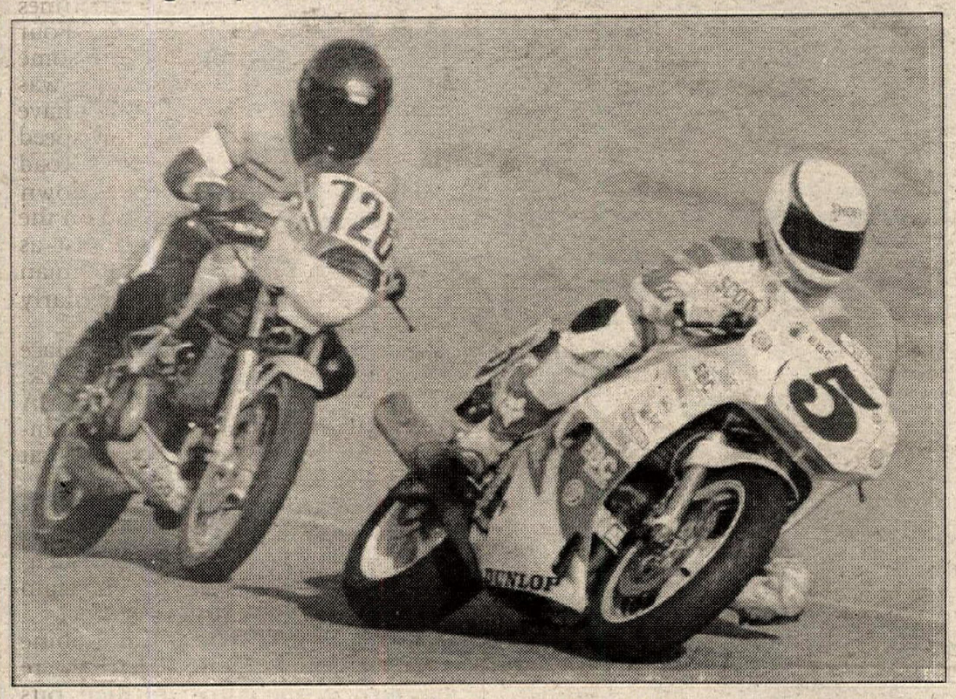
Heino kept Dutchman out front during the second hour, while Solmax repassed High-Tech for second place. The Human Race Team was again running smoothly in fourth and in fifth was Team Suzuki. Team Indy dropped from first Mediumweight Production machine way back to 12th in that class when the Hurricane threw a chain. The team regained lost ground after the chain repair only to run out of gas later in the race to put them out of contention.

Defending Lightweight class champions Royale Racing saw their hopes of renewing their title go up in smoke when the Royale Yamaha RZ350 blew an engine two hours into the race. Now FBI Racing had the Lightweight title wrapped up. The Fast Boys from Illinois had their Kawasaki in a comfortable two lap lead over Terror Racing by the end of the second hour.

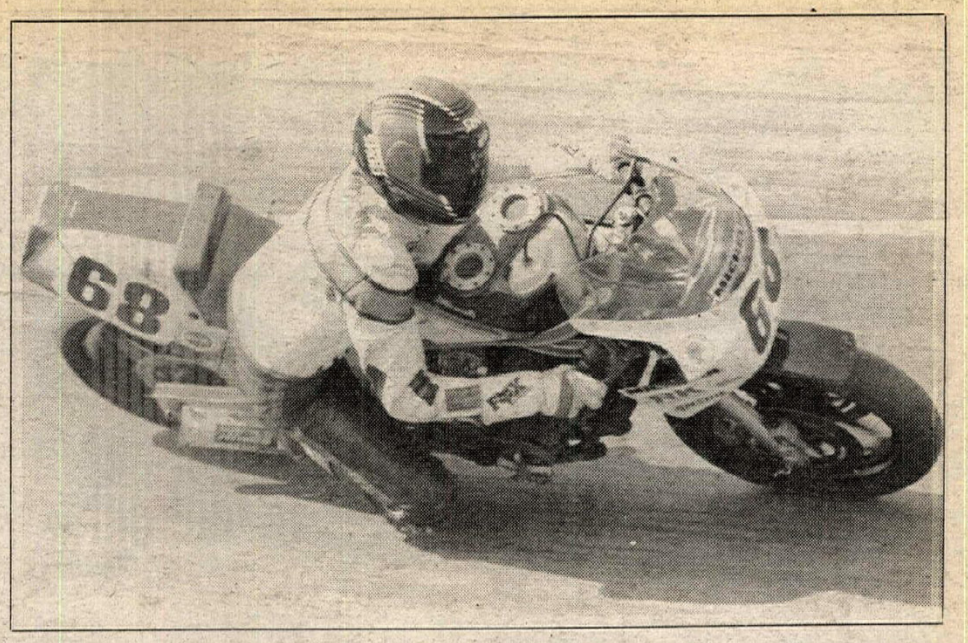
Dutchman Racing nearly had their ride put to an early end toward the end of the second hour. Heino was flying downhill toward the last turn when a rider on the RZ350 of Massaro's Automotive Racing changed his line right in front of Heino. A collective gasp was heard in the scoring tower as Heino skillfully avoided the catastrophe. The major complaint that the Dutchman riders had at this race was the wide variety of bikes on the track and the speed difference especially on the downhill back straight.



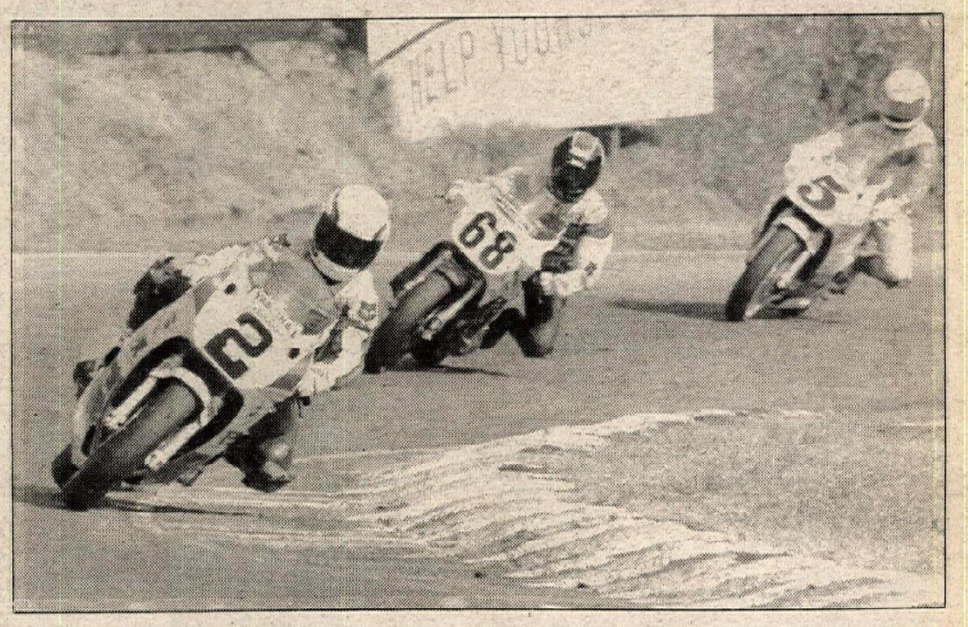
Honda-mounted 51:50 (563) won the Middleweight Production class after battling early on with Charm City (772) and Team Savannah (525).



Solmax Racing (5) finished third overall, claiming the win in the Heavyweight Production division; Buckwheat Racing (726) finished 51st.



High Tech Racing's Larry Juerink and Eric Moe took second overall at Road Atlanta, finishing 222 laps aboard their Suzuki GSXR1100.



The Human Race Team (2), shown here leading High Tech (68) and Solmax (5), collected fourth overall, but lost the title to Team Suzuki.

By the halfway mark of the race, Dutchman looked as strong as ever, completing 113 laps at an average speed of 94.1 mph. Solmax was holding down second with 111 laps, while High-Tech sat in third with 110 laps. The Zoomin' Humans were still in fourth, while Team Suzuki held fifth but was about to be passed by Team Gamma and Genesis Racing. The Suzuki machine was getting worse, bent valves were suspected.

Jay Denham and Craig Renck had the 51:50 Racing Hurricane up into 15th overall and first in Mediumweight Production class with 103 laps. Chris Martone's VIP Racing wasn't far behind running on lap 102 on their Hurricanes.

Team Western Sizzlin' with Ken Harvey and Robert Bradlaw from Kilgore, Texas, passed Team Uno number two and House of Wheels to take the lead in the Mediumweight Superbike class. Team Western Sizzlin' was hot off a class championship endurance season running in the Central Roadracing Club Series.

There was a lot of action during the fourth hour of racing. The engine on the Team Suzuki GSXR expired and luckily for the team Harth was able to coax the bike back into the pits. The crew was ready, a new engine was installed in under 40 minutes. By the time the team got back on the track they had dropped to 36th place. The team members were now very concerned, Human Race was still running strong and had a chance to win the championship unless Suzuki could finish very strong in the final hour and a half of racing.

Genesis Racing had problems during the fourth hour when Jeff Dean went down in a cloud of dust on turn six.

"We think that the front tire might have been cut and lost pressure. It just went away from me all at once," said Dean who was unhurt in the crash.

The Genesis crew did some quick work in the pits and had the team's Yamaha FZR back on the track before losing any positions. Team Gamma crashed also, with Donnie Briggs breaking his collarbone. Gamma practically rebuilt the Suzuki in 20 minutes but the team dropped all the way from fifth place down to 38th during the repairs.

Eric Moe and Larry Juerink rode the High-Tech Suzuki consistently fast all day and during the fourth hour they passed Solmax Racing to take over second place. By the end of the fifth hour Dutchman held a three lap lead on High-Tech, unless something drastic happened, Dutchman would take home the victory.

VIP Racing was slowly but surely gaining ground on Middleweight Production leader 51:50 Racing. By hour five both teams were on lap 171.

FBI ran into major problems during the last hour, the team's Kawasaki EX500 locked into sixth gear. Several of the tight corners became major obstacles. The biggest problem was the team's last pit stop. The FBI crew had to give the EX quite a push to get it underway. Terror Racing's John Joseph and Delbert Busche Jr. took advantage of FBI's problem and passed FBI in the closing laps to take the Lightweight win.

"We had a lot of problems the first half of the year but the last two races went great for us," said Terror's Busche. Terror Racing finished third in the Lightweight series behind FBI and Royale Racing.

Rochester Roadracers had been running as high as sixth place before team rider Jeff James hit a slower rider coming down the long back straight and crashed at over 140 mph.

"I was following Jeff down the hill and I saw him try to go around a group of riders. He ran off the track at the bottom of the hill (perhaps the fastest section of the track) and the bike catapulted 25 feet in the air," said Kurt Hall. James was transported to the hospital with a concussion and compressed vertebrae. The Rochester Yamaha was destroyed.

In the closing minutes of the race, Dutchman Racing brought in the Suzuki for a quick gas stop. Dave Schlosser said that the Dutchman Suzuki probably could have made it to the checkered flag without gas, but they just wanted to, "play it safe."

At the finish it was Dutchman with 224 laps, two laps ahead of High-Tech Racing. Solmax came in third with 221 laps, Human Race and M&M Racing, Dreyer Racing, Genesis Racing, Speedy Wanker Boys, Team Sluggo and Garland Suzuki rounded out the top 10 teams.

Team Western Sizzlin' finished with 206 laps to win the Mediumweight Production class even though the bolts on their Hurricane front brakes came loose during the race.

In the Mediumweight Production class 51:50 Racing held off VIP Racing for the class win.

"It's unbelievable that we even made the race," said rider Jay Denham. "We drove all night to get here and just made it to sign-in. The suspension wasn't right all day but I guess it was good enough.

With the racing over and the winners celebrating at the winner's circle, the attention turned to the scoring tower where race officials were tabulating the final overall standings. Team Suzuki and The Human Race Team members waited nervously for the outcome. When WERA's Evelyn Pritz announced that Team Suzuki had won the championship by one and one-tenth point the tower erupted in emotion. For Team Suzuki relief, for the Humans, frustration.

One member of Suzuki summed it up by saying this series was, "too damn close." Human Race member Ben Martinez said that he would have rather lost by 100 points than coming so close to winning it all.

Sponsors for Dutchman Racing include Pennzoil 10 Minute Oil Change, Michelin, Shoei, Yoshimura, D.I.D , P.B.I. and ND spark plugs. •

Results

O/A TEAM: 1. Dutchman Racing (Suz); 2. High Tech Racing (Suz); 3. Solmax Racing USA (Yam); 4. Human Race Team (Yam); 5. M&M Racing (Yam); 6. Dreyer Racing (Suz); 7. Genesis Racing (Yam); 8. The Speedy Wanker Boys (Yam); 9. Team Sluggo (Suz); 10. Garland Suzuki (Suz).

H/W S/BK: 1. Dutchman Racing (Suz); 2. High Tech Racing (Suz); 3. Hard Core I (Suz).

M/W S/BK: 1. Team Western Sizzlin'/BMH (Hon);2. House of Wheels "A" Team (Yam); 3. Caz Racing (Yam).

H/W PROD: 1. Solmax Racing USA (Yam); 2. Human Race Team (Yam); 3. M&M Racing (Yam).

M/W PROD: 1. 51:50 (Hon); 2. VIP Racing (Hon); 3. Superbike Factory (Hon).

L/W: 1. Terror Racing (Yam); 2. FBI Racing (Kaw); 3. National's Fiberglass Factory Racing (Yam).

FINAL POINT STANDINGS: 1. Team Suzuki (Suz) 899.95 pts; 2. The Human Race Team (Yam) 898.85; 3. Genesis Racing (Yam) 885.42; 4. Solmax Racing (Yam) 883.45; 5. Team Gamma (Suz) 774.89.

FINAL STANDINGS

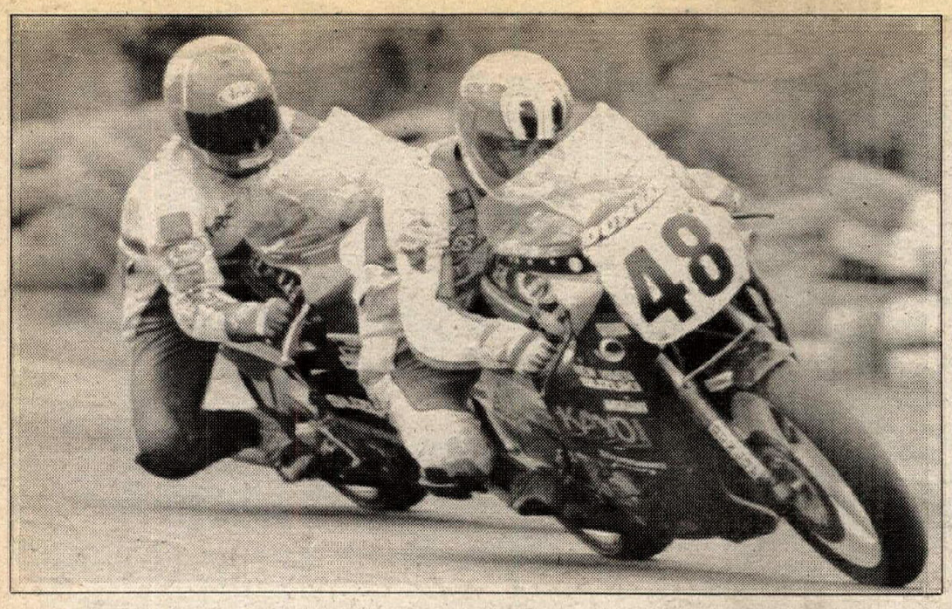
H/W S/BK: 1. Team Suzuki (Suz); 2. Team Gamma (Suz); 3. Team Racerback (Kaw).

M/W S/BK: 1. Team Breeze (Hon); 2. Caz Racing (Yam); 3. Jim Williams Racing.

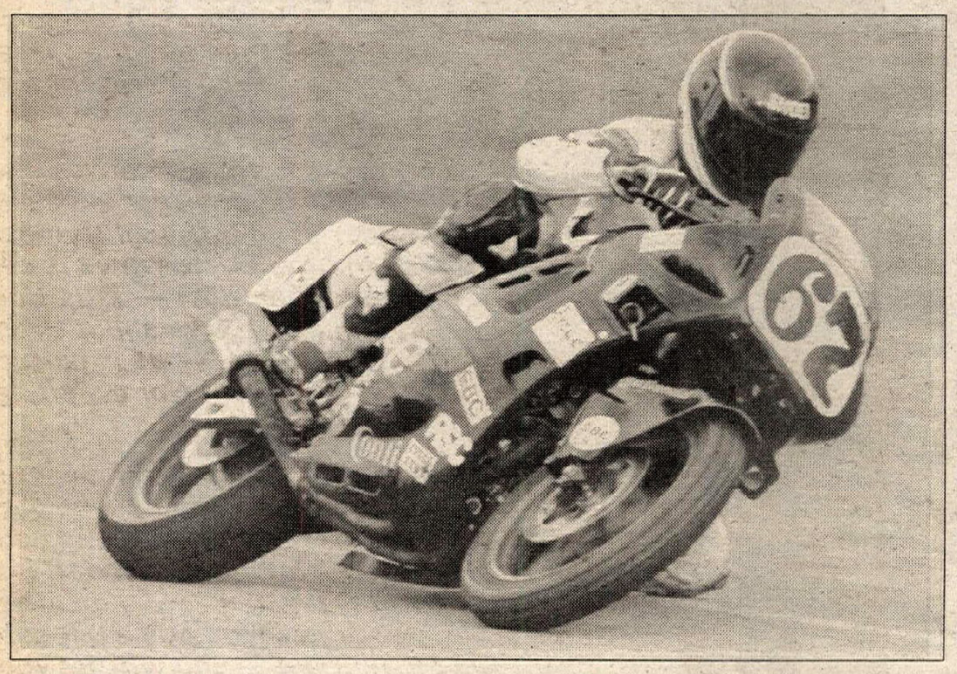
H/W PROD: 1. Human Race Team (Yam); 2. Genesis Racing (Yam); 3. Solmax Racing (Yam).

M/W PROD: 1. PDQ Racing (Yam); 2. Red Stripe Racing (Yam); 3. Gateway Racing (Kaw).

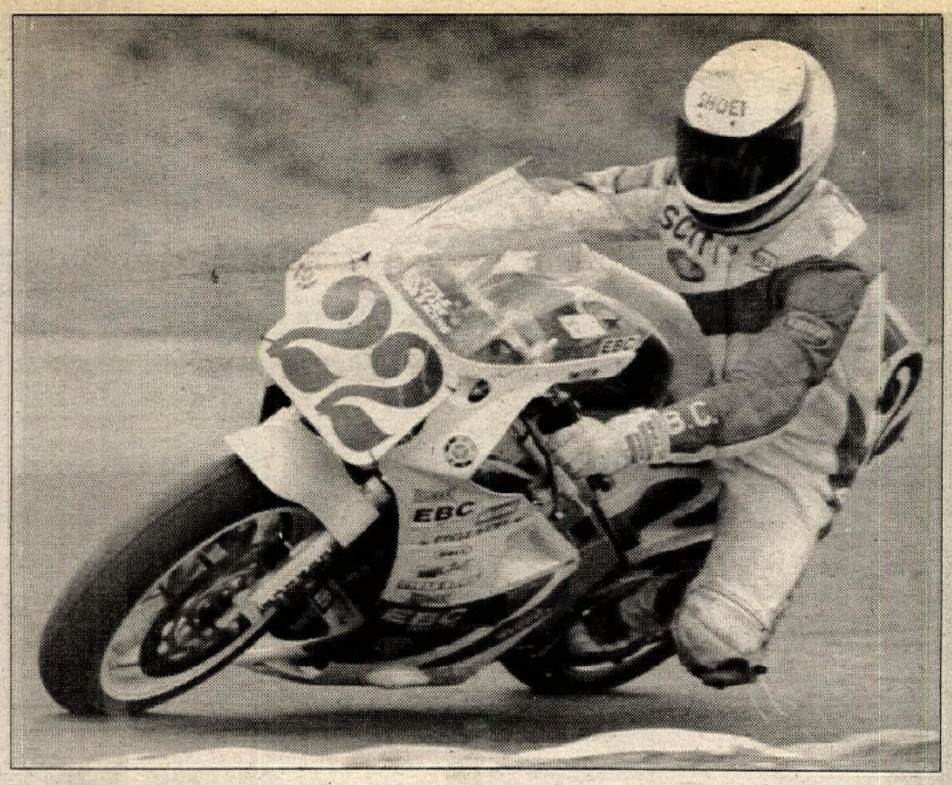
L/W: 1. FBI Racing (Kaw); 2. Royale Racing (Yam); 3. Terror Racing (Yam).



Kevin Rentzell (48) leads eventual winner Thomas Stevens in the A Superbike Expert class; Rentzell finished second.



Greg Tysor won two classes during the WERA finals at Road Atlanta; the Georgian won the C Production and C Superbike Expert classes.



Scott Russell came away from Road Atlanta with a win in the A Production Expert class on his Yamaha FZR, topping Jamie James.

WERA Grand National Finals

Roos, Stevens, Tysor double at Road Atlanta

By Larry Lawrence

BRASELTON, GA, NOV. 5-8

Top amateur road racers from across the country gathered at the picturesque 2.5 mile Road Atlanta course, to compete in the 15th Annual Western/Eastern Roadracers Association Grand National Finals. Contingency money from three motorcycle manufacturers as well as numerous aftermarket companies was up for grabs at the finals.

Georgians Cam Roos and Greg Tysor as well as Floridian Thomas Stevens took home two Expert National titles each. Mike Smith and Ray Yoder proved to be the class of the Novice field, each winning two.

Georgia riders dominated the action, with seven riders from the Peach State taking home the gold.

Mother Nature cooperated and gave participants and spectators four days of beautiful weather for the event. The sprint action started on Thursday with the Vintage classes. Jess Morris continued his long time dominance of vintage racing by winning the Vintage Three and Vintage Four events on a pair of Triumphs. Suzuki-mounted Phil Rummell and BSA rider Greg Willis won the Vintage One and Vintage Two classes, respectively.

Friday's racing action started with Wisconsin rider Andy Fenwick defending his D Production title by winning easily on his Craig Battershell/RD Garage/Fox/Shoei-sponsored Kawasaki EX500. Fenwick led from the start and after turning a string of 1:42s led by 16 seconds after only five laps. Fenwick set his machine on cruise toward the end and collected $100 from Kawasaki for the win.

Craig Shambaugh won in the Novice class on another EX500. J. Maier was close to Shambaugh early but the Pennsylvania rider pulled away gradually for the win. Koup's Kawasaki/BP Cycles-sponsored Shambaugh also collected $100 for his win.

Kurt Hall led the B Superbike race for four laps before Kevin Rentzell and Tysor took over on lap five. Rentzell ran a couple of laps in the 1:32 bracket on the Kayo Corp. Suzuki GSXR750 and pulled away to win by three seconds over Tysor. Tysor's hard work on his production GSXR was in vain, though, because he was docked one lap for doing a burnout prior to the start.

"I missed the part of the riders' meeting where they were telling everybody not to do burnouts," said Tysor. "I've been doing them all year; it helps me get a good start by getting the tires good and sticky. I think a one-lap penalty is too steep. I mean you might as well not race under those circumstances. I would rather be fined than put out of the race." The penalty moved Kurt Hall into second and Bruce Nield to third.

It took New Yorker Al Lainhart a while to get his Dean Becker Jr.-sponsored 125 MBA going but once he did it was smooth sailing to the Formula Three Championship. Kawasaki GPz305-mounted Jim East opened up a big lead on the first lap, while Lainhart began working his way through the field on his slow starting machine. Halfway into the contest Lainhart's little two-stroke zipped around the outside of the Kawasaki to take the lead. The MBA (which is about half the size of a 750cc production machine) performed admirably in the closing laps and won by five seconds at the finish. Interestingly, Greg Comstock won the Formula Three title last year riding a 125 MBA. Ann Arbor, Michigan's Thomas Exinger was a happy racer after taking home the Novice F-3 title and $1000 from Kawasaki for riding a Kawasaki 250 in the race.

One race fan quipped, "I thought this was Formula One, where're the Formula bikes?," as the Formula class competitors took their warm-up lap. It was true, the Formula One class which used to be dominated by Yamaha TZs, Suzuki RGs and Honda RS, was now for the most part a big-bore Superbike race. The race fans didn't get to see many two-strokes, but what they did see was the fastest racing of the weekend.

Thomas Stevens riding a highly tuned Team Suzuki back-up endurance machine blistered the rest of the field, running several laps in the 1:28 range. To give an idea of how fast that pace was, the lap times turned by Stevens were as fast as race times turned by Wayne Rainey and Kevin Schwantz in the Camel Pro Superbike race in May. Kevin Rentzell and Mike Harth finished second and third.

When asked about the torrid pace set by Stevens, Rentzell replied, "That bike is just plain fast."

During last year's Formula Two final some of the closest racing took place between Roos, Cliff Bigoney and Pete Frost. In that race Frost crashed and Novice Roos beat Expert Bigoney to the line. One year later and the same three guys with the addition of Dan Reif and Graham James put on a show in the F-2 Expert class.

Roos led the first lap riding an exotic Yamaha FZR400. TZ250-mounted Bigoney motored by Roos for the lead on the second lap. By the halfway point, you could throw a blanket over James, Bigoney, Roos and Frost. James dropped out two laps later leaving Bigoney, Roos, Frost and hard charging Reif to battle it out to the checkered flag. Bigoney used the top speed of his Heyser Cycle/Lockhart Hinnelsbach Racing/Carl Bigoney- sponsored TZ250 to power to a narrow victory at the finish. Roos held on for second while Reif and Frost rounded out the top runners.

"I had a great time out there with those guys," said Bigoney. "I have great respect for them, I hope we can get together again next year."

The Formula Two Novice race turned into a Mike Smith vs. Ron Gelwicks battle. Smith's Roswell (Georgia) Racing Yamaha RZ350 had horsepower on Gelwicks' RZ but Gelwick seemed to be able to hustle his machine around the turns a little quicker. At the checkered flag it was Smith who took the win.

The Clubman class races turned into classic confrontations between old and new technology, i.e. multi-cylinder machines vs. thumpers.

In both the Novice and Expert races the new beat out the old, but not without a fight. Novice William Gray rode his Trudie Hopkins-sponsored Yamaha FZR400 to the win after a race-long duel with Yamaha SR600-mounted William Cardell.

In the Expert ranks FZR-mounted Roos won after being challenged by Yamaha SRX600-mounted Larry Burkholder.

"I had about as much top speed as his FZR did, but I had some handling and ground clearance

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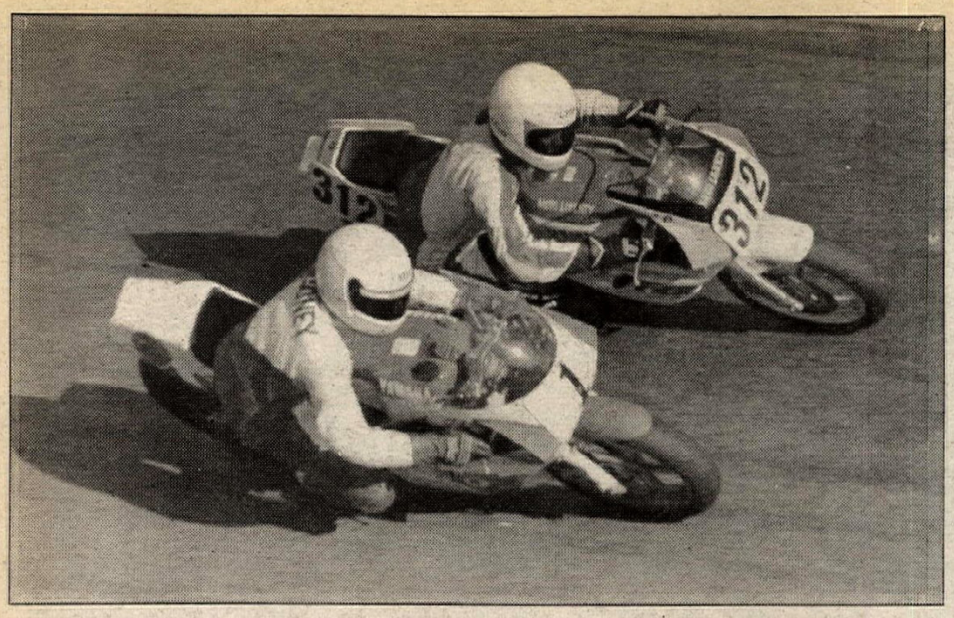
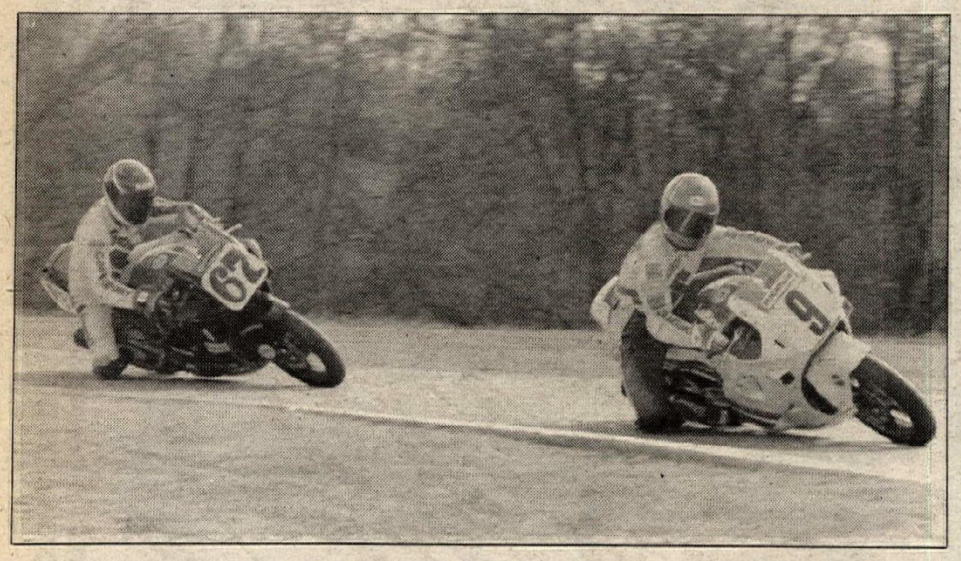
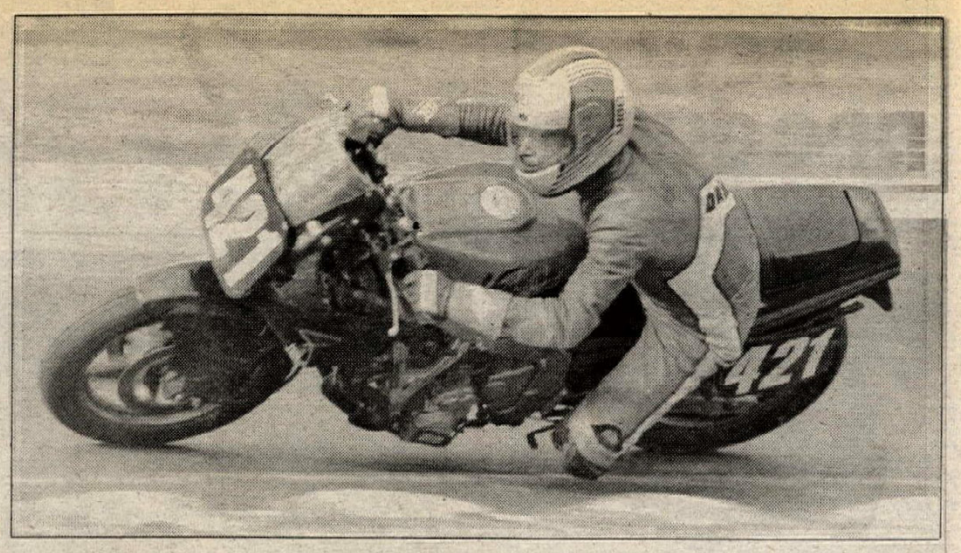


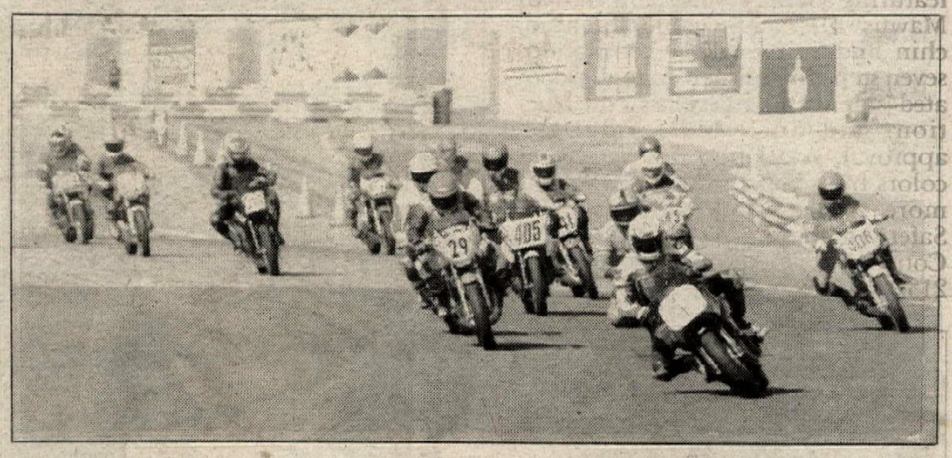
Cam Roos (312) goes around the outside of Cliff Bigoney (1) during their dice in the Formula Two Expert class; Bigoney got the win, however.



Thomas Stevens (9) leads Tysor (67) during the C Production class. Tysor won; Stevens was penalized a lap for weaving on the warm-up lap.



David Clyde won the C Production Novice class, topping Mike Smith, Fabian Cortez and Russ Moffitt; Clyde also had two fourths on the day.



The D Production class gets underway with Andy Fenwick (1) leading Graham Jones (29), Randy Gaddey (408) and the rest of the pack.

problems. I'm pleased with where I finished especially having to race against the FZR," said Burkholder who wasn't too pleased with the WERA rules which permitted FZR400s to participate in the Clubman division.

Future rule changes may make big bore Novice racing a thing of the past and the A Production Novice race showed why that may not be such a bad thing. On the first lap four riders went down in a single accident while several more riders crashed in separate accidents on that same lap. After the dust had cleared, David Probst led Ray Yoder and William Scott Harper across the finish line in the race of survivors.

The final two races on Friday saw Roos become the first multi-title winner as he beat rival Burkholder again. Roos was very sick with the flu during the weekend and was visibly worn out after the day's racing.

Ronald Gelwicks came back to win the D Superbike race over Fabian Cortez. Gelwick rode his Yamaha RZ350 which is sponsored by his mom and dad and Twigg Cycles.

Sunday's racing started off with a bang in the form of the C Production race. Unofficially known as the Honda Hurricane final, this race brought together a talent laden field. Part of the drama of the race was shattered even before it started when race favorite Thomas Stevens was penalized a lap for weaving on the warmup lap. Stevens was told of his penalty as he gridded for the start. At first Stevens looked as if he wouldn't even participate in the event pulling his Team Hammer-sponsored Hurricane off onto the grass on the side of the course.

"I was so mad I wasn't going to race, but when they threw the green flag I thought, the hell with it, I'll go out and prove I can win even after giving everybody a head start," commented Stevens.

By the end of the first lap Stevens had moved up into a distant fifth place well behind race leader Kurt Hall, Tysor, Scott Russell and Jamie James. Hall and Tysor put on a clinic of good clean racing during the first half of the race. Russell and James were going at it back about four bike lengths behind them. James said later that he thought the aggressive race with Russell actually prevented them from catching the leaders. Stevens was charging hard and gaining each lap. By lap five he was just behind the Russell/James tussle. On the next lap Russell moved up from third to take the lead temporarily, then Stevens passed James and Hall before banging fairings with Tysor on the quick last turn before the front straight.

"There was no sense in him riding like that. He knew he was docked a lap and it just wasn't too smart," said an irate Tysor on Stevens' aggressive riding.

On the next lap Stevens was in front followed by Tysor, Hall, Russell and James. Stevens then turned an incredible 1:34.7 on the next lap.

Stevens crossed the line first but Tysor was the winner. On the cool down lap Tysor got in front of Stevens then stood up and raised his fist to the crowd in a victory celebration. Hall, James, Russell and Scott Zampach rounded out the top five.

The A Production Expert race was a Suzuki/Yamaha showdown with the GSXRs of James, Harth and Scott Zampach ganging up on the FZRs of Russell and Hall. Hall's freshly built motor wasn't up to par and he pulled in after the warmup lap.

Russell took the early lead followed by James, Harth and Zampach. By midrace Russell and Harth exchanged the lead while James and Zampach were well within striking distance. Russell's Yamaha sounded sick as he came by with two laps to go but the performance of the machine didn't seem affected. At the finish the top four were evenly spaced about a second apart with Russell taking the win over James, Harth and Zampach. Harth was later disqualified for refusing to tear down his machine, moving Zampach into third.

Russell's effort was backed by Dunlop/EBC/Solmax Racing/Kal-Gard/Tsubaki/Shoei/Cycle Mart and Phil Flack Racing Service.

Ray Yoder won his second Novice title in the B Production Novice race, winning over Eric LaCruze and George Fox in convincing fashion.

Stevens had hoped to break the track record in the A Superbike race, but he crashed the machine in practice the day before and the bike wasn't as good as it was on Friday when he ran a 1:28.30. Even though 1:29.43 was his fastest lap during this race, it was still fast enough to give him the win over Rentzell and Team Suzuki teammate Harth. After taking the checkered flag Stevens slowed down and then pulled a wheelie the entire length of the front straight in a form of protest over his disqualification in C Production.

Rentzell made the last race of the GNF an interesting one. In the C Superbike Expert race Tysor shook the early challenge by Hall and had built a seemingly insurmountable lead by the sixth lap of the 10 lap race. Rentzell didn't see it that way and began chipping away at the lead. On the white flag lap Tysor still had a 1.5 second cushion, but coming down the hill for the checkered flag Rentzell had somehow caught up and finished a half bike length behind Tysor.

"I looked back every lap," said a smiling Tysor, "I wasn't going to go any faster than I had to." •

Results

A PROD EX: 1. Scott Russell (Yam); 2. Jamie James (Suz); 3. Scott Zampach (Suz); 4. Gene Burcham (Suz); 5. Robert Taylor (Suz).

B PROD EX: 1. Jamie James (Suz); 2. Scott Russell (Suz); 3. Kurt Hall (Yam); 4. Wesley Winchester (Suz); 5. Gene Burcham (Suz).

C PROD EX: 1. Greg Tysor (Hon); 2. Kurt Hall (Hon); 3. Jamie James (Hon); 4. Scott Zampach (Hon); 5. Shawn Nicoloff (Hon).

D PROD EX: 1. Andy Fenwick (Kaw); 2. David Nims (Kaw); 3. Graham James (Yam); 4. Bottie Ballard (Yam); 5. Frank Brotz (Hon).

A S/BK EX: 1. Thomas Stevens (Suz); 2. Kevin Rentzell (Suz); 3. Mike Harth (Suz); 4. Scott Russell (Suz); 5. Robert Taylor (Suz).

B S/BK EX: 1. Kevin Rentzell (Suz); 2. Kurt Hall (Yam); 3. Bruce Nield (Hon); 4. Wes Winchester (Suz); 5. Jeff Harder (Suz).

C S/BK EX: 1. Greg Tysor (Hon); 2. Kevin Rentzell (Hon); 3. Kurt Hall (Hon); 4. Cam Roos (Hon); 5. Bruce Baldus (Hon).

D S/BK EX: 1. Cam Roos (Yam); 2. Larry Burkholder (Yam); 3. Steve Patterson (Yam); 4. John Lowman (Yam); 5. David Murray (Yam).

F-1 EX: 1. Thomas Stevens (Suz); 2. Kevin Rentzell (Suz); 3. Mike Harth (Suz); 4. Scott Zampach (Suz); 5. Scott Russell (Suz).

F-2 EX: 1. Cliffton Bigoney (Yam); 2. Cam Roos (Yam); 3. Dan Reif (Hon); 4. Pete Frost (Yam); 5. Larry Burkholder (Yam).

F-3 EX: 1. Al Lainhart (MBA); 2. Jim East (Kaw); 3. Chuck McCabe (Kaw); 4. Rhea Stickley (Hon); 5. Joe Halleck (Hon).

CLBMN EX: 1. Cam Roos (Yam); 2. Larry Burkholder (Yam); 3. Frank Brotz (Yam); 4. Chuck Mathis (Hon); 5. Rich Graver (Suz).

A PROD NOV: 1. Ray Yoder (Suz); 2. David Probst (Suz); 3. Scott Harper (Yam); 4. Guillermo Villarreal (Suz); 5. Charles Elstner (Hon).

B PROD NOV: 1. Ray Yoder (Suz); 2. Eric LaCruze (Suz); 3. George Fox (Suz); 4. Fabian Cortez (Hon); 5. Guillermo Villarreal (Suz).

C PROD NOV: 1. David Clyde (Hon); 2. Mike Smith (Hon); 3. Fabian Cortez (Hon); 4. Russ Moffitt (Hon); 5. Alan Bertagnoli (Hon).

D PROD NOV: 1. Craig Shambaugh (Kaw); 2. J. Maier (Kaw); 3. Craig Renck (Kaw); 4. Keenan Phillips (Yam); 5. Leroy Roeder (Yam).

B S/BK NOV: 1. Jeff Duckworth (Yam); 2. Fabian Cortez (Yam); 3. George Fox (Suz); 4. David Clyde (Hon); 5. David Probst (Suz).

C S/BK NOV: 1. Mike Smith (Hon); 2. Fabian Cortez (Yam); 3. Alan Bertagnoli (Hon); 4. David Clyde (Hon); 5. Rick Kirk (Hon).

D S/BK NOV: 1. Ronald Gelwicks (Yam); 2. Fabian Cortez (Yam); 3. Don Willmont (Yam); 4. Craig Shambaugh (Kaw); 5. Jim Yarbrough (Yam).

CLBMN NOV: 1. William Gray (Yam); 2. William Cardell (Yam); 3. Lloyd Sutherland (Hon); 4. Dan Lowther (Hon); 5. Dan Salton (Yam).

F-2 NOV: 1. Mike Smith (Yam); 2. Ronald Gelwicks (Yam); 3. William Gray (Yam); 4. Fabian Cortez (Yam); 5. James Yarbrough (Yam).

F-3 NOV: 1. Thomas Exinger (Kaw); 2. Adam Molny (Kaw); 3. Gregory Alt (Kaw); 4. Steven Mathews; 5. Jack Brill (Kaw).

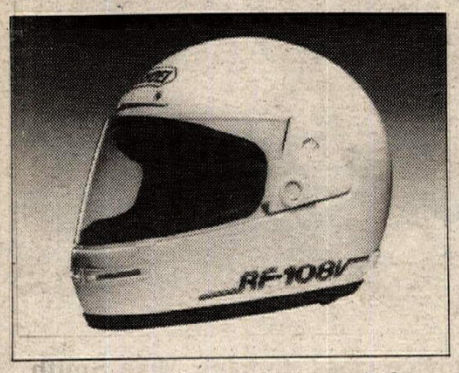
VINT 1: 1. Phil Pummell (Suz); 2. Brad Morrison (Duc); 3. Norman Nelson (Nor); 4. L.R. Sheldon (Bul); 5. Joe Taylor (BSA).

VINT 2: 1. Greg Willis (BSA); 2. David Mathews (BSA); 3. Brad Morrison (Duc); 4. Randy Illg (Nor); 5. R.L. Shelton (Bul).

VINT 3: 1. Jess Morris (Tri); 2. Charles Chirco (BMW); 3. David Mathews (BSA); 4. Jake Coye (Duc); 5. Scott Kay (Tri).

VINT 4: 1. Jess Morris (Tri); 2. Sam Williams (Kaw); 3. Karl Myers (BMW); 4. Charles Chirco (BMW); 5. Jay Rasmussen (Hon).

new products



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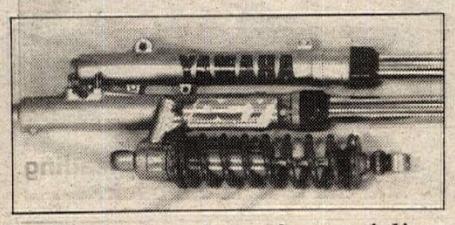

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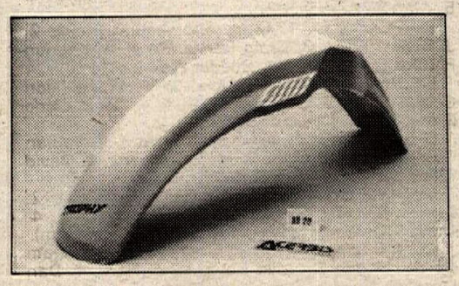

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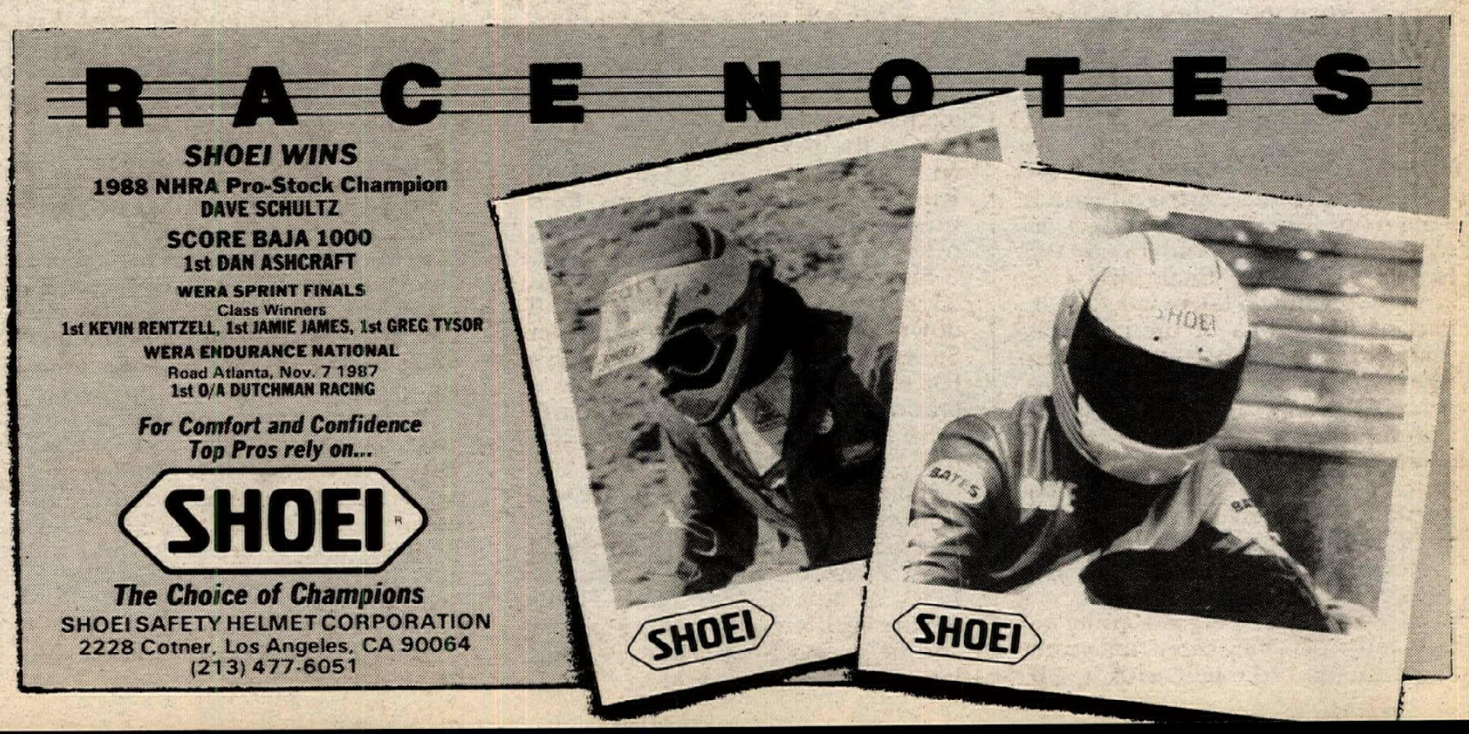


Sammy Bosnick piloted his Suzuki RM250 to the overall victory at the High Point National Cross Country, his first win of the year.

Craig Brooks (79) leads Jim Miller (60) in the 250cc B class. Brooks went on to win the class five minutes ahead of Martin Daubert.

Scott Summers motored his Honda XR four-stroke to sixth overall. He also clinched the Four-Stroke cross country crown.

AMA/Wiseco/Suzuki National Cross Country Series: Final round

Bosnic blasts to High Point win

By Davey Coombs

MT. MORRIS, PA, NOV. 7

Suzuki-mounted Sammy Bosnic pulled off the upset win of the season when he raced to the overall victory at the final round of the National Cross Country Series. Bosnic, a one-time rising star of the motocross world, was competing in only his second series race of the season. The West Virginian had recently put retirement plans on hold to participate in the series after a two-year layoff, and his return was a successful one. Behind Bosnic's winning RM250 came Yamaha pilot Stanley Lojak, Kawasaki-mounted Scott Plessinger, Yamaha's Duane Conner and YZ-mounted Mike Toole.

Bosnic's final tally also counted as the top 250cc A score, while Lojak's ride meant the Open A win. Other class winners included Senior A leader Henry Stankiewicz, Mike McCarren (200cc A), Four-Stroke A rider Charles Dailey, Junior pilot Bill Moroz, Open B winner Kevin Condon, and Craig Brooks in the 250cc B division. John Petrilla (200cc B), Tracy Warrington (Four-Stroke B), Senior B leader James Vandenberghe, Super Senior B champ Johnny Lee, Masters front-runner Charles Hawk, and Mini pilot Kelvin Hull also scored first place trophies.

The final round of the series was originally scheduled for the Summit Point Racing Facility in West Virginia on November 21, but a change in plans for the venue called for the event to be moved elsewhere. High Point Raceway, home of the largest outdoor motocross National this season, was selected as the replacement course. The woods route featured numerous climbs and tight tree sections while incorporating parts of the MX course. Lap times for the three hour race ran just under 15 minutes for the leaders. The event

(as was the whole series) was co-sponsored by Acerbis Plastics, Shoei, Gear, Sidewinder, ICO, Bark Busters, Scott USA, Hi-Point, Klotz and Aljo Brakes.

Ten years ago Sammy Bosnic was considered one of the fastest amateur motocross riders in the States, but a few unfortunate injuries and some bad luck kept him from rising to the top. Now an avid woods fan, Bosnic had only competed seriously once in the past two years. With the High Point layout featuring several open sections and the National track Bosnic was right at home, outgunning early contender Scott Plessinger, then slipping away from a trouble-plagued Scott Summers late in the going. Bosnic's overall win was the first for the Suzuki team this season.

After lining up in a makeshift start area below the pits, the riders left the dead-engine line to funnel into a narrow stretch of trail, then dropped through a field and stream to enter the woods for the first time. Plessinger nailed the start from the outside and placed his KX ahead of Summers, Toole, and Senior pilot Stankiewicz. Bosnic sat fifth while Lojak was barely inside the top 10. The Yamaha pilot was looking for a second overall series ranking behind cousin Eddie Lojak, who was sitting out the High Point round with a knee injury after having clinched the title a week earlier at the Fall Fireball.

When the pack went back to the infield area, Summers was on Plessinger's roost and looking to pass. Just before the lap one check, Summers pushed his thumper into the lead spot and tried to establish a quick lead. Bosnic soon moved by Plessinger as well, and at the two lap mark he was approximately 15 seconds off of Summers' pace.

Mike McCarren and Ben Hamrick (200cc A) went at it from start to finish before McCarren finally put the win away with a late charge. Hamrick was another rider with a class title in hand going into round 12, having sewn up the 200cc A trophy some time back. But at High Point it was McCarren's turn to lead the pack, and by the end of the run he had moved away from the Kawasaki-mounted contender to win the day.

In the 200cc B class Pennsylvania's John Petrilla claimed the win after a 10 lap struggle with local sensation David Davies. The two front runners were never more than a few seconds apart, and at the end Yamaha-mounted Petrilla's lead read less than a minute on Davies' KX. Pittsburgh's Joseph Stritzinger, West Virginia's Joe Heckle, and KTM-mounted Rob Mitchell rounded out the top five.

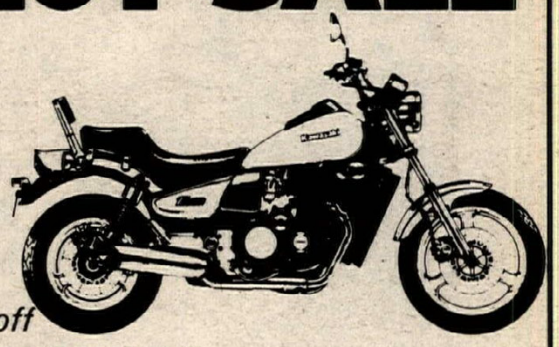
The Four-Stroke A class belonged to Honda rider Charles Dailey from start-to-finish, but the B class four-bangers went right down to the wire. Series champ Tracy Warrington capped off a terrific year with a close win over Husky-mounted Mike Dinger and XR pilot Kevin Howser, the number two man of the series. Warrington and Dinger actually finished on the same minute in the closest class of the day, while Howser was trailed by West Virginians Mark Niggemyer and Kevin Hagedorn.

Summers still had his four-stroke out front when the leaders checked in for lap three, but Bosnic had now positioned himself on the big Honda's rear fender. Plessinger had lost a minute to the top two with a lap three tumble, while Lojak continued to climb through the pack after completing the second circuit in seventh place. Toole and Conner were presently occupying spots four and five.

GRAND OPENING and PARKING LOT SALE

Saturday **November 21** 9 -6

Sunday **November 22** 10 - 5



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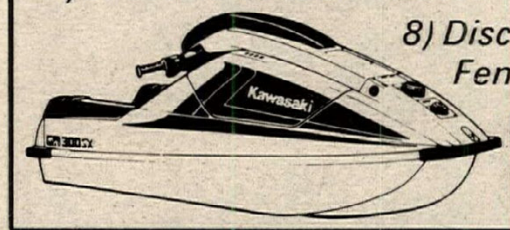

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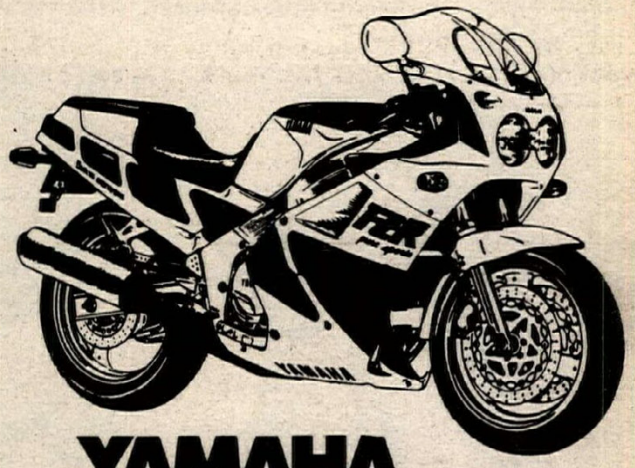

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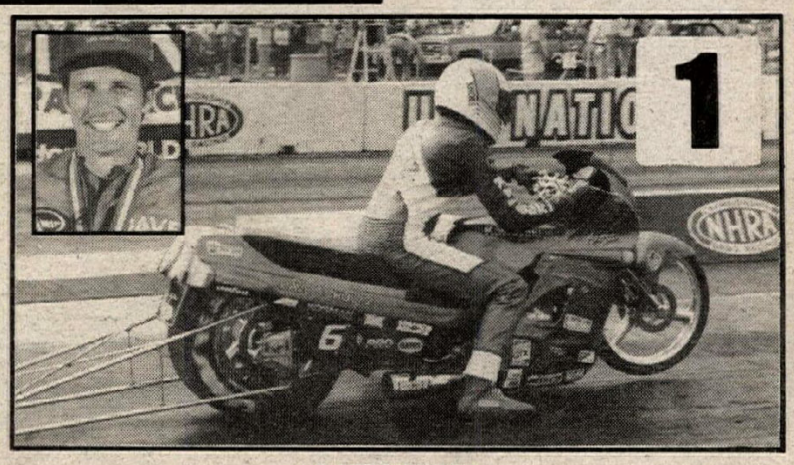

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Scott Plessinger storms into the lead shortly after the start. He finished third overall, while Henry Stankiewicz (20B) captured the Senior A class victory on a Husky.

Yamaha-mounted Mike Toole captured fifth overall and took fourth place in the 250cc A class.

Two more laps around the fast trail saw Bosnic continue to slightly stretch his lead, but a sixth lap slip just before the halfway mark allowed Summers to reel in the Suzuki. At that check Bosnic's lead was timed at 10 seconds, 20 seconds shorter than a lap previous. Lojak was by now up to the number five position.

Another Suzuki to take home first place honors was Junior leader Bill Moroz. The Pennsylvania +25 rider controlled a lead in excess of an entire lap at the checkered flag after three hours of quick and consistent trailing. Husqarna pilot Gary Shipley was the class runner-up, while Yamaha riders Don Cannon and Craig Seifert and Husky man Steve Zatezalo rounded out the top five.

In the Open B class Kevin Condon came all the way from Indiana to claim the win, pushing his Honda to a final three minute lead over home-stater Glenn Schaffer. Maryland's Donald Smith was next, with West Virginia KTM rider Sam Dyke and another Maryland fast-guy, Honda-mounted Richard Curtis, finishing up the first five.

Senior A winner Henry Stankiewicz traveled all the way from New Jersey to ensure a top three finish in the final class rankings, and a top finish at High Point made the trip a success. Behind the Husky-mounted winner came series champ Joseph Hull and Maryland's Mike Parks.

The Senior B class was another close one, with Yamaha's Vandenberghe taking the first place finish from Pennsylvania's Fred Huth by less than a minute. Huth, aboard a Husky for the run, held an additional 10 minutes on third place rider Richard Scott. David Dehner held fourth with Steve Zdybicki rounding out the front five. In the Super Senior B battle Johny Lee continued his winning ways with yet another top finish. The class champ was chased this time by Kawasaki-mounted John Buka and series runner-up Roger Rhoades.

With four laps to go Bosnic's lead was back up to 30 seconds, but Summers had yet to make his move. Just into the third hour Summers turned up the volume and suddenly wiped out the leader's gap. For the next two laps Summers would hound Bosnic, but the front-runner was making some mistake-free moves through the late-lappers and continued to hold his own. Further back Lojak was also on the go, and at the 10th lap check just 30 seconds separated his Yamaha from third and fourth place riders Plessinger and Conner. With two laps left Lojak ran down Conner and began to apply the pressure on Plessinger. Finally, with less than half a lap to go in the 12 lap event, Lojak went by Plessinger for what appeared at the time to be the third best ride of the day.

Charles Hawk, occupying the runner-up position in the final series standings, took his Honda to the Masters class win. The Ohio woods ace topped Pennsylvania's John Toole to card the win. And at the other end of the age bracket came Mini class winner Kelvin Hull. The West Virginia youngster was competing as part of the morning Minibike Exhibition run. Shawn Strosnider scored second.

In the 250cc B class part-time motocrosser Craig Brooks looked right at home on the trail, running down a convincing division win over series runner-up Martin Daubert. Brooks ran up a five minute lead on his Honda-mounted rival to secure the win. KTM's Mark Steel, Joe Farber and Kevin Cordray came next in the final tally.

With the entire pack looking on Bosnic and Summers set out for the final loop of the three hour race just less than 10 seconds apart. But before any handlebar-banging could take place Summers dropped a chain and the race was lost. Bosnic, with the first real breathing room of the day, was then able to style his way home with the popular upset win. Summers, meanwhile, continued to have problems with his ride and lost his chain twice more before it finally wrapped itself around his counter-shaft sprocket. Lojak's comeback was complete when he moved around the downed XR contender. Plessinger, Corner, and Toole also eventually moved by Summers in the final count. •

Results

O/A: 1. Sammy Bosnic (Suz); 2. Stanley Lojak (Yam); 3. Scott Plessinger (Kaw); 4. Duane Conner (Yam); 5. Mike Toole (Yam); 6. Scott Summers (Hon); 7. Henry Stankiewicz (Hus); 8. Mike McCarren (Yam); 9. Todd Cuprys (Yam); 10. Charles Huegel (Hus); 11. Joseph Hull (KTM); 12. Bill Noroz (Suz); 13. John Vincent (Hus); 14. Gary Shipley (Hus); 15. Don Cannon (Yam); 16. Ben Hamrick (kaw); 17. Craig Seifert (Yam); 18. Steve Zatezalo (Hus); 19. Mike Parks (KTM); 20. Charles Dailey (Hon).

OPEN A: 1. Stanley Lojak (Yam); 2. Scott Summers (Hon); 3. Todd Cuprys (Hus); 4. Charles Huegel (Hus); 5. John Vincent (Hus).

250 A: 1. Sammy Bosnic (Suz); 2. Scott Plessinger (Kaw); 3. Duane Conner (Yam); 4. Mike Toole (Yam); 5. David Jones (Yam).

200 A: 1. Mike McCarren (Yam); 2. Ben Hamrick (Kaw).

4-STRK A: 1. Charles Dailey (Hon).

SR A: 1. Henry Stankiewicz Jr. (Hus); 2. Joseph Hull (KTM); 3. Mike Parks (KTM); 5. Edwin Brailsford (KTM).

JR: 1. Bill Moroz (Suz); 2. Gary Shipley (Hus); 3. Don Cannon (Yam); 4. Craig Seifert (Yam); 5. Steve Zatezalo (Hus).

OPEN A: 1. Kevin Condon (Hon); 2. Glenn Schaffer (Yam); 3. Donald Smith (Hus); 4. Sam Dyke (KTM); 5. Richard Curtis (Hon).

250 B: 1. Craig Brooks (Hon); 2. Martin Daubert (Hon); 3. Mark Steele (KTM); 4. Joe Farber (Hon); 5. Ken Crodray (Hon).

200 B: 1. John Petrilla (Yam); 2. David Davies (Kaw); 3. Joseph Stritzinger (Kaw[); 4. Joe Heckle (Suz); 5. Rob Mitchell (KTM).

4-STRK B: 1. Tracy Warrington (Hon); 2. Mike Dinger (Hus); 3. Kevin Howser (Hon); 4. Mark Niggemyer (Hon); 5. Kevin Hagedorn (Hon).

SR B: 1. James Vandenberghe (Yam); 2. Frederick Huth (Hus); 3. Richard Scott (Yam); 4. David Dehner (Suz); 5. Steve Zdybicki (Yam).

S/SR B: 1. Johnny Lee (Yam); 2. John Buka (Kaw); 3. Roger Rhoades (C-A).

MSTR: 1. Charles Hawk (Hon); 2. John Toole (Yam).

MINI: 1. Kelvin Hull (Yam); 2. Shawn Strosnider (Hon).

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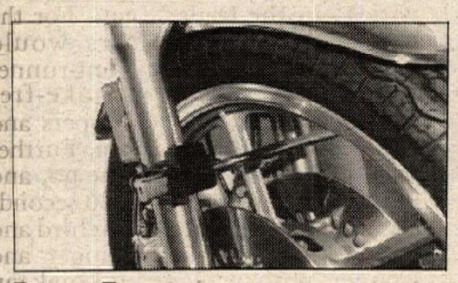

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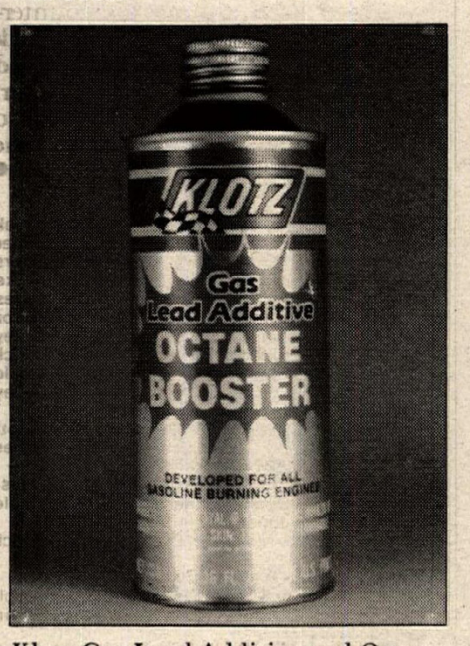

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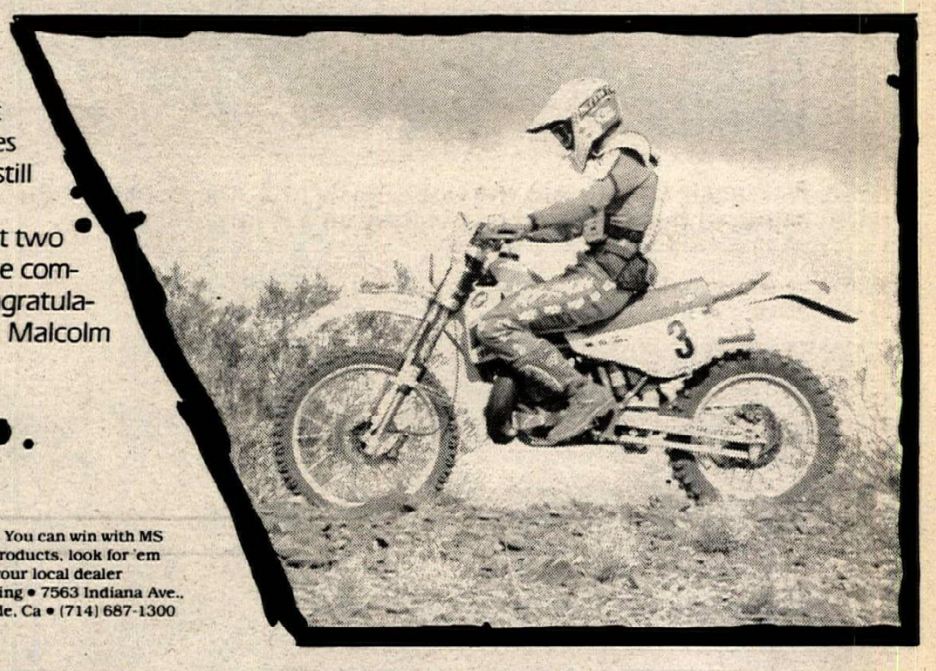

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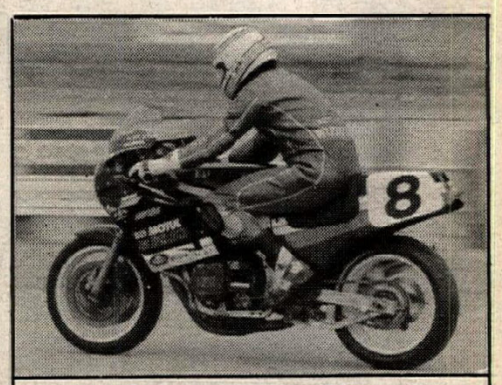

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Team Lockhart—AMA National Endurance Champs

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SUZUKI.

Jeff Fredette, riding a Kawasaki KDX200, finished 12 minutes ahead of Tim Newell to win the Illinois Cross Country Championship.

Missouri's Hare Scramble Champion, Newell, piloting a Honda CR250, had baling wire tangle in his rear wheel, giving him problems.

Chris Gusse captures all the action on camera, and there was plenty of that.

Ron Ribolzi finished fourth Expert on a 125cc Honda.

Fredette tops Illinois Cross Country C'ship

By Merle Acord

MORRISON, IL, NOV. 8

Team Kawasaki rider and ISDE Trophy Team silver medalist Jeff Fredette, on a KDX200, bested Missouri's Hare Scramble 250cc Champion Tim Newell, riding a Honda CR250, by 12 minutes and 36 seconds at the Bike Barn/Spectro Oil-sponsored Illinois Cross Country Championship.

Bill Gusse, race promoter and Bike Barn owner, laid out a 45 mile loop of plowed fields, open pastures, tight woods, slippery creek bottoms, challenging hills and a peat-bog. All classes except the Trail Riders rode the 100% off-road loop twice and for those riders that had never ridden in a peat-bog it was an experience and despite pre-race warnings that the stuff only looked innocent, the spongy terrain took its toll of the unwary.

Over 300 riders were on the line for the dead-engine, four-wave start and Team Kawasaki's Jimmy Veugler led the Expert wave in a loop around the banner at the end of a 300 yard open field with another factory-sponsored rider, Suzuki's Junior Johnson at his side. Veugler, backed off when Jackson, on the return part of the loop, veered off the course causing spectators to scatter and created a few moments of confusion. The next three waves: As, Bs and Trail Riders started without incidents.

The pattern of the race was established by the 12-mile mark of the first loop when Tim Newell and Fredette were the first two bikes to roar through a six foot diameter drainage tube leading to a half mile of trail in an open pasture before the arrows pointed into a long woods section. Joe Zierman, District 23 Hare Scrambles Champion, was a tight third. (Zierman DNF after suffering mechanical woes in the second loop.) Motocrossers Veugler and Jackson were a couple of minutes back trying to adjust their high-speed riding style to allow them to read trail arrows.

Fredette when asked his opinion of the event and about some of the highlights of his race said with tongue in cheek "I'm a little concerned about Gusse, I think he's getting soft. He didn't have any killer sections this year, and he even had people rerouting on the second lap. That's unheard of for Gusse. I'm not saying the race wasn't tough but this year I finished and can still walk."

"Seriously," continued Fredette, "it was a good race and I enjoyed it. I wasn't even too concerned when I found out at the end of the first long woods section after going through three checks as the first rider that I was the fourth rider to come out of the woods. I followed the trail and no one passed me so that meant whoever those other riders were they had missed part of the course and Gusse said he wouldn't allow that."

The problem was a set of turn arrows had been moved. A route marshal corrected the problem before anymore riders missed the turn and rather than disqualify the riders Gusse had them ride that section twice during the second loop. One of the victims, sixth place Expert rider Chuck Cannon said, "What a bummer. That was about an eight-mile section and having to ride that twice back-to-back was brutal."

"Gusse said there was nothing like it, and he's right," said second Expert and second overall Newell. "Fredette and I tried to climb that steep hill right after the gas stop at the same time and we were almost at the top when I got caught under the chin with that baling twine Gusse used to mark some of the course and it pulled me right over backwards, and I slid about halfway down the hill. After that I couldn't seem to get it together again."

Trail-wise Rick Ingold finished third Expert riding a 430cc Husqarna said, "Every year I enter the

Expert class and I finish near the top because these super fast guys crash or break. There were some motocrossers out there today that were rockets.

Veugler took it all in stride and said, "This is the first time I've ridden one of these; they told me it was different and they were right. But I had a great time until I got about a million feet of wire wrapped up in the rear hub; what a mess. Then right after the first gas I had a flat front tire and had to ride 10 miles of woods before I could change it.

Fourth place Expert Ron Ribolzi, ISDE silver medalist, rode the event on the same 125cc Honda he competed with at this year's ISDE in Poland. When asked about giving away so many ccs Ribolzi said, "The 125 wasn't that much of a disadvantage and I think if a guy was aggressive enough and in real good shape, so he could ride flat out for four hours, this thing could be won on a 125. I had a good start but I buried it out in the field, then I missed a loop and had to back track and pick it up. I got stuck in a creek. You can't do all that and win."

Husqvarna rider Curtis Arpp was third Expert until the peat-bog on the second loop. "I got stuck three miles from the finish," said Arpp. "Can you believe that. I tried to get my buddy Ingold to stop and help me but he wasn't having any of that."

KTM rider, Dave Edsall, first in the Lightweight As and third overall, said "I had a good start and I didn't get stuck until the second loop and that was in the peat-bog. I didn't have time to sort out who was ahead or behind me I just had to get out of there. I didn't fall down too much but I fell over a lot.

Tim Detyens came in seven minutes and 43 seconds behind Edsall for second in the Lightweight As with Can-Am rider Jeff McIntyre a minute off Detyens' pace for third. Husqvarna rider Jay Hall and Gary Peterson on a Can-Am diced right to the final check and finished nine seconds apart to round out the top five.

Can-Am rider Dan Buck didn't want to talk about his ride. Buck was running third overall until he hit the peat-bog on the second loop. "Three miles from the finish and I get stuck. All I had to do was trail home." Buck finished eighth in the Lightweight As.

Richard Cromer aced the Senior class with a time of 4:17.41, 45 minutes quicker than second place Yamaha rider Kevin Hollaway and good for seventh overall.

Steve Fiedler, riding a 400cc Husqvarna from Sugar Grove Competition, scored a 4:31.50 for the best time in B classes. Donnie Moore riding a 200cc Yamaha in the Lightweight Bs was next best, 15 minutes off the mark. ●

Results

O/A EX: 1. Jeff Fredette (Kaw).
O/A A: 1. Dave Edsall (KTM).
O/A B: 1. Steve Fiedler (Hus).
EX: 1. Jeff Fredette (Kaw); 2. Tim Newell (Hon); 3. Rick Ingold (Hus); 4. Ron Ribolzi (Hon); 5. Curtis Arpp (Hus).
L/W A: 1. Dave Edsall (KTM); 2. Tim Detyens; 3. Jeff McIntyre (C-A); 4. Jay Hall (Hus); 5. Gary Peterson (C-A).
H/W A: 1. Larry Sullivan (C-A); 2. Don Carqueville (Hus); 3. Doug McVinua (Hus); 4. Brian Langge (Hus); 5. Greg Skelly (C-A).
SR: 1. Richard Cromer (Hus); 2. Kevin Hollaway (Yam); 3. Jack Lendstrom; 4. Paul Fisher (Yam); 5. Tom Kaszrichi.
S/SR: 1. Lawrence Hayes (C-A); 2. Doug Graham (Hon); 3. John Cygnor (Kaw).
L/W B: 1. Donnie More (Yam); 2. Jeff Doughty (Yam); 3. Tony Spiegel (Kaw); 4. Craig Benson (Kaw); 5. Rusty Mills (C-A).
TR: 1. Tom Hagerdon; 2. Barry Magner; 3. John Shafer; 4. David Oltmaan; 5. David Gosh.
H/W B: 1. Steve Fiedler (Hus); 2. Phil Bank (Hon); 3. Erick Schneider (KTM); 4. Larry Pitzler (Yam); 5. Mark Atherton (Hus).
MINI NOV: 1. Darren Horn; 2. Chris Woodruff.
MINI: 1. Erick Prudy (Kaw); 2. Chris Wolf (Kaw); 3. Darren Houseaga; 4. Kevin Gorzney (Kaw); 5. Kelly Diamond (Kaw).
MINI 14-16: 1. Trea Prudy (Kaw)); 2. Troy Bruder (Kaw); 3. Eric Clapp (Kaw); 4. Phil Sofolo (Kaw).

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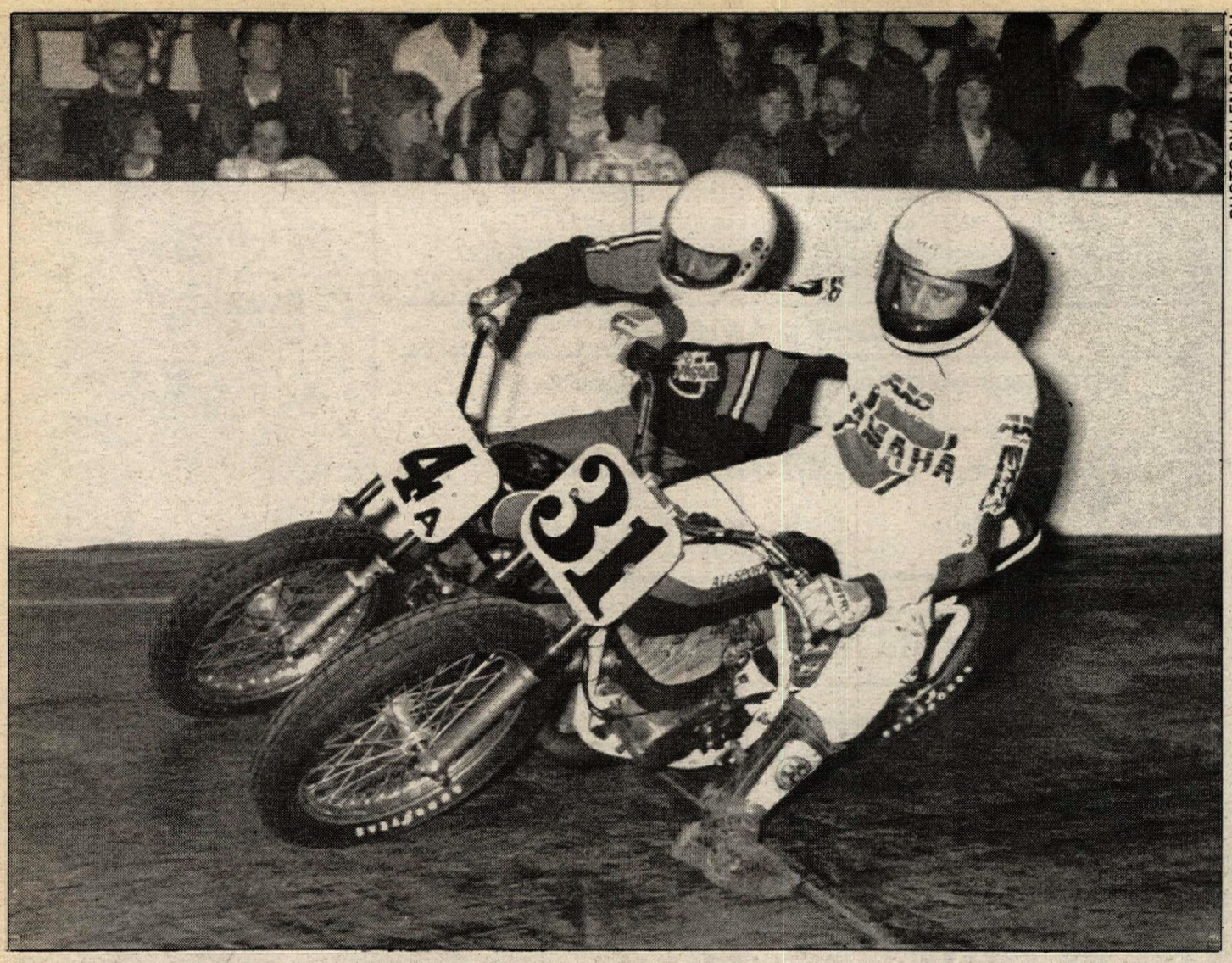

PHOTO BY LEN BREECH

Charlie Majeski (31) and Joe White (4A) battle inches apart at Timonium Indoor Short Track.

Majeskis master Timonium Indoor ST

By Len Breech

TIMONIUM, MD, OCT. 31

The Majeski brothers both pulled off wins at the opening round of the 11th Annual Indoor Short Track Series. Tom Majeski took the 250cc Pro final after starting last, as race leader Todd Kendig crashed and took out second place rider Rodney Farris trying to remount. Oldest of the clan Charlie Majeski, who retired several years ago, came back to pick up a little money in what could be called the "Timonium Senior class," officially known as the 360cc class.

Kendig had a clear length on the 250cc Pro field as they entered the first turn, with Rodney Farris, Mike Scott, Eric Rausch and Paul Crumling following. Kendig pulled several lengths in front of the field. About halfway through the race, Rausch tried to stuff Scott, but only succeeded in dropping both back a few places. With that, Tom Majeski moved into fourth behind Crumling, taking third a few laps later. With about four laps left Kendig lost it in the turn three/four area, and tried to do a donut to rejoin without losing the lead. But he plowed head on into Farris, who was just entering the third turn, knocking both down. Farris rejoined in fourth spot, but the crash gave the win to Tom Majeski.

Joe White put his booming Harley Sprint in front of Clarence Bull, Charlie Majeski, and Van Rittenhouse at the start of the 360cc main. After stuffing Bull for second on the fifth lap, Charlie Majeski slipped under White for the lead before they entered the first turn on the seventh lap. Rittenhouse took over second on the ninth lap as Charlie Majeski pulled away to a straightaway margin.

Kevin Varnes had an easy time winning the 80cc class as the only rider who could beat him this season, Mike Sponseller, got grounded. Varnes quickly jumped in front of Paul Southard, Randy Shank and Roy Miller. The top three stayed the same, while Varnes was pulling out a half a lap margin by the late stages. Shank fell with three laps left and Southard fell in the same spot the next lap, which resulted in some confusion in the remaining spots, with Robert Miller getting second.

The 125cc class was greatly altered by events in the late laps of both semis. National 125cc champ George Price was easily winning the first semi and crashed into a lapped rider and was unable to restart. In the other semi Jeff Webber was so elated that he passed Steve Bromley as they took the white flag that he pulled off, thinking he had won the race.

Bromley was first into the first turn in the main followed by Mike Klopp, Todd Stith, Andy Lesko and Bill Bromley. Stith, who got into the final thanks to Webber's foul-up, made the most of it, taking second as they entered the first turn. He solidified his hold on second, while Steve Bromley cruised out in front. On the final lap Stith's mount died in the second turn and he quickly jumped off and started pushing, losing only two spots while delighting the crowd.

In the 250cc class a pair of indoor veterans, Danny Reichert and Larry Sweeten, jumped in front of Adam Weiss, Rich Rowe and Mike Mester. While Weiss and Rowe were playing tag over third, Mester moved up to join in, taking the position in one swoop on lap 10. As the leaders entered the first turn on the final lap, Sweeten executed a good "Timonium bump-'n-run" on Reichert to take the lead and the win.

Results

50: 1. Ricky Winsett (Yam); 2. Brady Miller; 3. Arthur Lynch (Yam).

80: 1. Kevin Varnes (Yam); 2. Robert Miller (Yam); 3. Roy Miller (Yam).

125: 1. Steve Bromley (Suz); 2. Mike Klopp (Vil); 3. Bill Bromley (Suz); 4. Todd Stith (Yam); 5. Andy Lesko (Suz).

250: 1. Larry Sweeten (Kaw); 2. Danny Reichert (Bul); 3. Mike Mester (Yam); 4. Adam Weiss (Yam); 5. Rich Rowe (Yam).

360: 1. Charlie Majeski (Bul); 2. Van Rittenhouse ((Bul); 3. Joe White (H-D); 4. Greg Boutwell (Yam); 5. Bob Babcock (Hon).

250 PRO: 1. Tom Majeski (Suz); 2. Paul Crumling (Hon); 3. Mike Scott (Yam); 4. Rodney Farris (Hon); 5. Todd Kendig (Hon).

Bell overalls Cajun Classic 100 Enduro

By Sherry Comeaux and Royce Guidry

FOREST HILL, LA, OCT. 25

Forest Hill was the site of the 6th Annual Cajun Classic 100 Regional Enduro. KTM-mounted Barry Bell overalled the event with a score of 12 points. Barry was awarded a beveled mirror of a motorcycle and rider in full gear etch blasted into the mirror.

The course consisted of three loops. The first loop, 33 actual miles, was known as the north loop and the second loop, 32.9 actual miles was known as Boy Scout Road loop and was ridden by all riders. The third loop, known as the Woodworth loop, was 30 actual miles and ridden only by A and B riders. The riders that rode this loop were surprised to find a bogus check point complete with life size advertisements of Bartles and James, Michael J. Fox, Elvira, Rodney Dangerfield and plenty of mile markers just before that, then a real control checking the riders into the last test section.

The Acadiana Dirt Riders Club had the spectators in mind when the course was laid out. There were five spectator points to view the riders as they came through. The best spectator point was the jump contest which was located near the campground. The winner was determined by height, distance and form in which he displayed at the jump. Charles Sizemore was the winner of the contest.

Results

O/A: 1. Nolan Knight (C-A); 2. Dwight Rudder (Hon); 3. Jerry Peavy (Hus); 4. Johnny Kemp (Kaw); 5. Michael Corlett (Hus).

200 A: 1. Tim Singleton (Yam); 2. Wesley King (Kaw); 3. Larry Arrington (Hon); 4. Howard Juclclett (Kaw).

250 A: 1. Glenn Hollingshead (KTM); 2. Paul Graham (KTM); 3. Michael Staton (C-A); 4. Ed Whatley (C-A); 5. Tim Howell (KTM).

OPEN A: 1. George Waller Jr. (KTM); 2. Fitz Miller (Hus); 3. David Jackson (C-A); 4. Frank Shoenbeck (KTM); 5. Dan Cogdell (KTM).

OPEN A INT: 1. Lewis Whatley (C-A); 2. David Beavers (Hus); 3. Mark Hudson (Hon); 4. Roger Bailey (Hon); 5. Gene Nichols (Kaw).

SR A: 1. George Waller (KTM); 2. Bob McKnight (Hon); 3. Don Knight (ATK); 4. Robert Rockco (Hus); 5. George Spalding (Hon).

O/A B: Charles Sizemore (C-A).

100 B: 1. Corey Martin (Yam); 2. Jason Reine (Hon); 3. Chad Tate (Kaw).

125 B: 1. Roger McKnight (KTM); 2. Barry Akins (Hon); 3. Todd Singleton (Yam); 4. Chuck Tate (Kaw); 5. Art Deaton (KTM).

200 B: 1. Greg Peterson (Kaw); 2. Keith Reine (Kaw); 3. Marty Howell (Yam); 4. John Mook (Kaw); 5. Alan Prosser (Yam).

250 B: 1. Steve Moseley (KTM); 2. Glenn Hunt (C-A); 3. Jason Taylor (Hon); 4. Jeff Pesnell (C-A); 5. Donald Stailey (Hon).

OPEN B: 1. Robin Davis (M-S); 2. Kenny Knobloch (Yam); 3. Danny Rowe (Hon); 4. Buddy Hollingsworth (Yam); 5. Gary Cook (KTM).

200 B INT: 1. Buddy Pierce (Kaw); 2. David Rhea (Kaw); 3. Jody Coleman (Hon); 4. Tom Krag (Kaw); 5. Gary Taylor (Hon).

SR B: 1. Steve Hudson (Hus); 2. Richard Herman (KTM); 3. Charles Britton (Suz); 4. Ronald Schneider (Kaw); 5. Ernest Lynch (Yam).

O/A C: Clint Boyd (C-A).

125 C: 1. Donnie Desadier (Yam); 2. Chris Choppin (Hon); 3. Fred King (Suz).

200 C: 1. Randall Ard; 2. Mark Faries (Kaw); 3. Roger Camp (Yam); 4. John Madonado (Yam); 5. Warren Rulau (Yam).

250 C: 1. Keith Lockhart (Kaw); 2. Fred Neal; 3. Ralph Babin; 4. Ken Jones (Hus); 5. Ed Wesson (Hus).

OPEN C: 1. Steve Wahers (Hus); 2. James Feather (C-A); 3. Carol Daguanno (Hus); 4. Mike Greiten; 5. John Reed (KTM).

SR C: 1. Jeff Arms (Hus); 2. Daniel Konicke (Hon); 3. Walter Boyd (Yam); 4. John Lemore (Suz); 5. Woody Kirk (Hus).

S/SR: 1. George Hoffer (Hus); 2. Terry Webb (Kaw); 3. Dennis Willingham (Hus); 4. Dickie Haul (Kaw); 5. Mike Menou (KTM).

WMN: 1. Gwen Bailey (Hon); 2. Carol Jones (KTM); 3. Kim Berthelot (Hon); 4. Karen Kemp (Kaw); 5. Lisa Schexnayder (Hon).

JR: 1. Jimmy Ramirez (Kaw); 2. Chris Robert (Hon); 3. Mike Christy; 4. Stephen Reed (Hon); 5. Baline Babcock (Hus).

4-STRK: 1. Andy Hayes (Hon); 2. Phil Breaux (Hus); 3. Gerald Parker (Hon); 4. Eddie Cannon (Hon); 5. Scott Choppin (Hon).

A TEAM: 1. CMET: 2. La Trail Riders.

B TEAM: 1. Sidewinder.

Muckelroy, Mulder, Grant top Perris GP

By David Procida

PERRIS, CA, NOV. 1

Robert Muckelroy, Richard Mulder and Allen Grant were the 125, 250 and 500cc Beginner class winners at the CRC Grand Prix at Perris Raceway.

Willi Zarth put his Open class M-Star into an early lead with Honda CR500-mounted Mike Thompson and Allen Grant close behind. Richard Mulder got the holeshot on the 250cc line with Joe Buckner and Tim McAdams following. Gus Zielke pushed hard in the early going to stay ahead of Matt Eagleton and Robert Muckelroy in the 125cc Beginner line.

At the end of the second lap things started to happen quickly as Thompson passed Zarth on the back section and started to open up a lead until at the bottom of the horseshoe when the big Honda got stuck in a deep rut, allowing all the front runners by before being able to get underway again.

Mulder and Buckner started what turned out to be a 45-minute dice for the 250cc lead and pulled away from the rest of the 250s and dropped in behind Grant who was now pressuring Zarth.

In the 125s Rob Thornburgh had pushed his way into second behind Zielke with Muckelroy holding onto third.

Back up front were two separate battles going on with Grant looking for a spot to get by and finally found a line that offered enough traction to power by Zarth and into the lead with Mulder tagging along into second overall. It took two laps for Buckner to get by Grant, only to have Grant power back by in a long muddy straight and hang on to first to the end.

The leaders started to catch up to the back markers and Mulder weaved

through the lappers, opening up a five-second lead on Grant, who was still holding off Zarth for the Open class lead.

As the race came to a close Mulder started to style off the jumps while behind him Buckner had backed off the pace and was content with second in front of Thompson. Rounding out the top three in the 250cc class was Honda-mounted Paul Madigen.

In the 125s Muckelroy mounted a charge up through the pack to take the lead from Zielke when he had problems with the mud and had to settle for second place in front of Rob Thornbugh.

Results

80 BEG: 1. Owen Dickson (Hon); 2. Nate Redmond.
80 NOV: 1. Jason Simmons (Kaw); 2. Chris Kefalas (Hon).
80 INT: 1. Ray Hensley (Yam).
125 BEG: 1. Robert Muckelroy (Kaw); 2. Gus Zielke (Kaw); 3. Rob Thornburgh (Yam).
125 NOV: 1. Yoshi Yamamoto (Yam); 2. Eddie Subias; 3. Derek Meyer (Hon).
125 INT: 1. Hika Yamamoto; 2. Tony Qualls (Hon).
250 BEG: 1. Richard Mulder (Yam); 2. Joe Buckner (Hon); 3. Paul Madigen (Hon).
250 NOV: 1. Bill Saurd (Hon); 2. Will Dickson (Yam); 3. Chris Leiker.
250 INT: 1. Jeremey McGrath (Yam); 2. Peter Buggle (Hon); 3. Merle Hammer (Yam).
250 PRO: 1. Ken Zahrt (Hon); 2. Bob Stephenson (Hon); 3. Murrey Shackleford (Suz).
500 BEG: 1. Allen Grant (Yam); 2. Willi Zarth (M-S); 3. Mike Thompson (Hon).
500 NOV: 1. George Andrews (Hon); 2. John Brickner; 3. Greg Robertson (Yam).
500 INT: 1. Russell Barcia (Yam); 2. Tom E. Smith (Hon).
SR NOV: 1. Ralph Dickson (Kaw); 2. Bob Richard; 3. Robert Linville (Suz).
SR EX:: 1. Ken Ratzloff; 2. Robert Mennell (Hon).
VET BEG: 1. Mark Kaiser; 2. Randy Stricklin (Kaw); 3. Randy Paul Wysolki (Kaw).
VET NOV: 1. Kent Reed (Hon); 2. Rex White; 3. Bob Arellano (Hon).
VET INT: 1. Brett Leef (Hon); 2. Ken Dickson (Hon); 3. Bob Alvis (Hus).
VET EX: 1. Kenny Zahrt (Hon).

Dineen devastates Woodland Scrambles

By Derryl Anderson

WOODLAND, WA, NOV. 1

Kawasaki-mounted Chris Dineen claimed the overall victory in the 125cc class of the scrambles held today at the Motocross Park outside of Woodland.

In moto one Dineen shot off the line followed by Rick Smith, Chris Clark, Chris Bailey and Matt Gable. In turn four Smith went down. Clark got going right away and shortly Smith also got going. Dineen wasted little time in stretching his lead on the pack to 20 yards. On lap three Clark slid by Gable in turn four and went over the jump sideways; luckily he landed with the gas on and pulled it out. Bailey was flying but he couldn't quite catch Dineen. Nothing changed for three laps. At the checkered flag it was Dineen, Bailey, Clark and Smith by half a wheel over Gable.

In moto two Dineen got the holeshot once again. Behind him in order was Bailey, Gable, Clark and Smith, who ran into each other at the start. Dineen went out to a quick 20-yard lead on Bailey, who had 35 yards on the others. Clark got by Gable on lap two and headed for Bailey. Clark was flying but Bailey had quite a lead. Lap by lap Clark reeled in Bailey. Unfortunately the laps ran out and Dineen took the checkered flag ahead of Bailey, who barely held off the charging Clark, then it was Gable and Smith.

In the first Two-Stroke Open class moto Allen Pitts got the scratch ahead of Troy Yeo, Mike Niday, Tony Shelton, and Rex Fisher. Pitts came out flying and quickly established a big lead but all of a sudden coming through the dogleg on lap two his bike quit. Pitts coasted off the track in turn one and retired for the moto. Yeo inherited the lead and took it all the way. Meanwhile Fisher, who couldn't find a knobby, got by Shelton and headed for Niday. At the checkered flag it was a very

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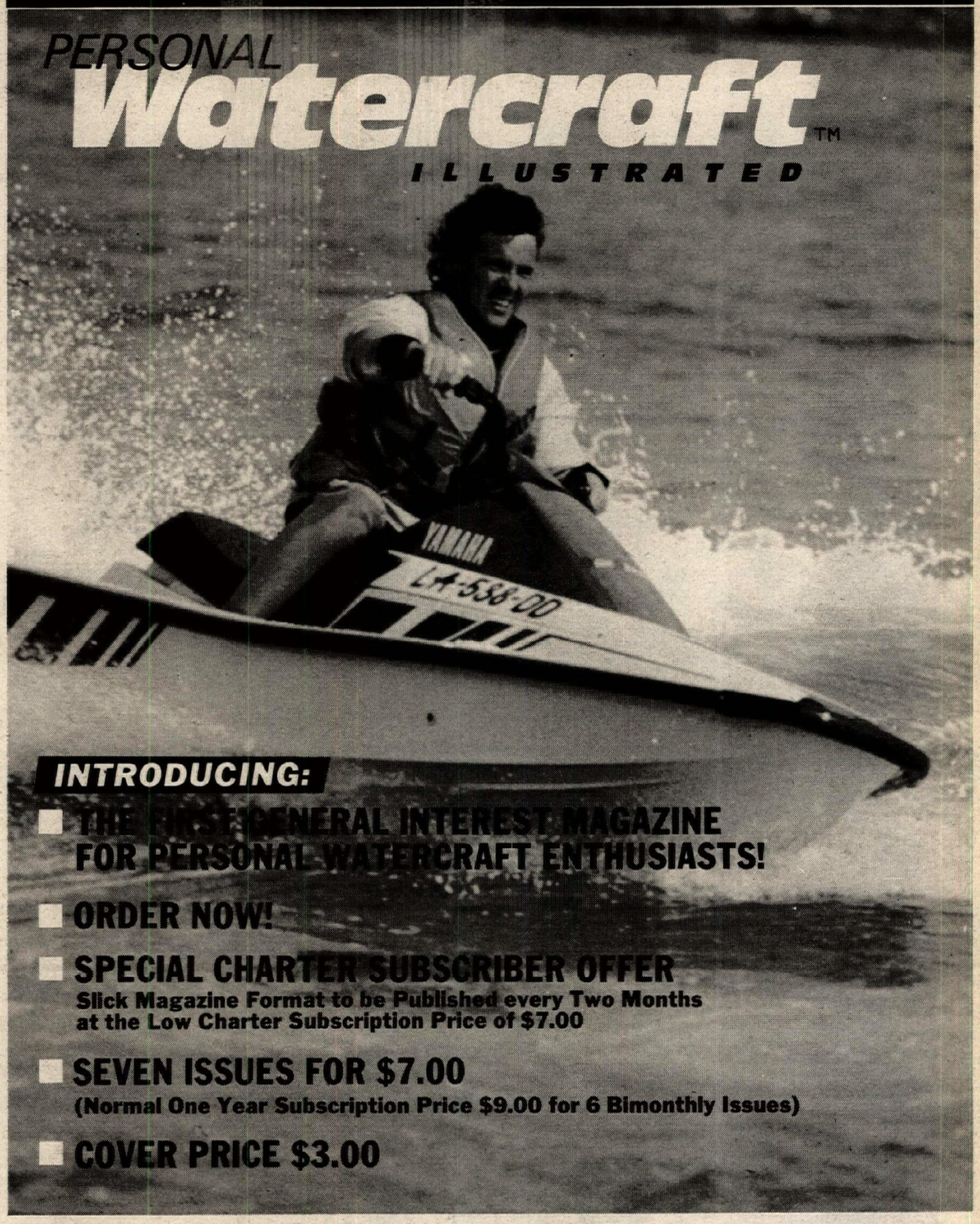

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happy Yeo, followed by Niday, Fisher and Shelton.

In the final moto Pitts was ready to do business as he grabbed the holeshot ahead of Yeo, Niday, Fisher and Shelton. Pitts was making up for lost time but Yeo kept him within 15 yards. It was 30 yards back to Niday, who had Fisher all over him. With one lap to go Fisher spun his way past Niday. At the finish it was Pitts, Yeo, Fisher, Niday and Shelton. The overall went Yeo, Niday, Fisher and Pitts.

Results

W/P/W: 1. Tom Kinsella; 2. Jeremy Kinsella; 3. Jacob Currey.
P/W: 1. Brandon Lucas.
MINI: 1. Ryan Anderson.
125: 1. Chris Dineen; 2. Chris Bailey; 3. Chris Clark.
250: 1. Randy Skiver.
2-STRK OPEN: 1. Troy Yeo; 2. Mike Niday; 3. Rex Fisher.
4-STRK: 1. Jim Perry; 2. Rick LaVoy; 3. Brad Conn.

Eaddy aces Perry Mountain Enduro

By Matthew D. Holst

MAPLESVILLE, AL, NOV. 1

Open Husky rider Mark Eaddy blasted the trail for a five point score to take the overall victory at the SERA & SETRA Perry Mountain Enduro. Darryl Bell with eight points and George Waller Jr. with nine points, finished second and third overall, respectively. Allen Gravitt scored nine points for fourth overall. Perfect weather conditions greeted over 300 riders with only a small amount of dust. At 8:01 the first wave of riders left and 78 minutes later all riders were on the course.

Bell won the AA class over Gravitt and Joey Hopkins. Waller won the Open A class over David Bragg. George Eaddy edged John Fero on emergency points to take the win in 250cc A action. Both had 10s.

In 200cc A Darryl Moody's 12 points topped Tim Singleton and David Barrick, both with 14 points.

Intermediate A class saw Roger Bailey win over Van Fagan with Lewis Whatley taking fourth.

Jim Ford smoked the Senior A class with a 13 point score. James Branford won the Super Senior class and Geoff Poole thumped to a win over Sammy Paulk in the Four-Stroke class.

Kevin Hutchinson bested all B riders with a score of 13 points. A protest lodged in the Open B class resulted in the disqualification of a rider. The protest was justified when he did not appear on the backup sheet. Manley Bradshaw was then declared the winner with Stan Grant and Andy Graben moving up to claim second and third in the Open B class. Steve Mosely ripped the 250cc B class with a 14 point run.

Scott Crowder slid by a flying Chris Yeargan in 200cc B action with Rickey Dewwis third. Jimmy Lynch took home top honors in the Intermediate B class.

The top C rider of the day was 250cc C winner Ken Kelly with a score of 19 points. Other winners were Open C John Parker, 200cc C Martin Pruett, 125cc C David Vines and Senior C John Krell.

Women's winner was Gwen Bailey with a score of 63 points.

Results

AA: 1. Daryl Bell; 2. Allen Gravitt; 3. Joey Hopkins.
OPEN A: 1. George Waller Jr.; 2. David Bragg; 3. Travis Hayes; 4. Richard Morabito; 5. Mark Joyce.
250 A: 1. George Eaddy; 2. John Fero; 3. Michael Grizzle; 4. Keith Shealton; 5. Micheal Staton.
200 A: 1. Darryl Moody; 2. Tim Singleton; 3. David Barrick; 4. John Kealy; 5. Gary Barr.
INT A: 1. Roger Baily; 2. Van Fagan; 3. Kevin Campbell; 4. Lewis Whatley; 5. Gary Goff.
SR A: 1. Jim Ford; 2. Skip Wyman; 3. Mike Shank; 4. George Waller, Sr.; 5. William Shelton.
4-STRK: 1. Geoff Poole; 2. Sammy Paulk; 3. Frank Amos Sr.; 4. Bo Peck; 5. Wallace Fincher.
OPEN B: 1. Manley Bradshaw; 2. Stan Grant; 3. Andy Graben; 4. Richard Bass; 5. Kenny Knocblock.
250 B: 1. Steve Mosely; 2. Allan Bragg; 3. Carl Ennis; 4. Russel Holdiay; 5. Jason Taylor.
200 B: 1. Scott Crowder; 2. Chris Yeargan; 3. Ricky Dewwis; 4. Stacy Pettit; 5. Raymond Holt.
250 C: 1. Ken Kelly; 2. Allen Bines; 3. Sonny Morabito; 4. Bobby Moye; 5. Keith Maloney.
OPEN C: 1. John Parker; 2. Terry McKee; 3. Stacy Youngblood; 4. Allen Nelly; 5. Bill Davis.
125 C: 1. David Vines; 2. Johnny Morrett; 3. Terry McIntosh; 4. Stuart Bacon.
200 C: 1. Martin Pruett; 2. John Massey; 3. John Nutt; 4. Bruce Denten; 5. Donald Macon.
SR C: 1. John Krell; 2. Bruce Smith; 3. S.D. Jernigan; 4. Bob Brown; 5. Benny Malone.
JR: 1. Garrett McKey; 2. Eli Edwards; 3. Frankie Maldonadon.
WMN: 1. Gwen Bailey; 2. April Conner; 3. Marie Pace.

Gomm grabs win at Baylands MX

By Mike Vancil

FREMONT, CA, NOV. 1

Pat Gomm pulled out all stops and won the 125cc Junior class at the first of three daytime motocross events scheduled at Baylands Raceway Park utilizing the tough one and a quarter mile Trans-Cal course. The traction was superb and all who rode the event were pleased with the course. The 15 minute plus one lap format was used.

The start saw a surge of nine 125cc riders and four 250cc participants and it was no time before Gomm was pulling away from all his competitors and the 250s that shared his start. Gomm got all the way to second overall on the track behind first-wave leader Duane Hughes, a Vet Master. He made two or three attempts to pass but thought better of it and just cruised in behind Huges for the first moto win.

The second moto was a tad different for it was Chris Neal on a borrowed 125cc Kawasaki that was the lead 125 and he did go on to catch and pass everyone in the first wave. However, the machine he borrowed was not the same one he used in the first moto (it broke and gave Neal a DNF) and he was judged as an illegal starter. This put Gomm as the first Junior 125cc rider again.

In the same moto Dave Damarco hammered out his first ever win in the 250cc Junior class at Baylands and he did it with a 2-1 afternoon. Don Mendenhall and his Suzuki beat him in the first moto but Mendenhall got into trouble in the second round and took a third as Damarco put his Honda across the finish line in first.

Results

80 BEG: 1. Todd Hewitt (Hon); 2. Beau Melvin (Kaw); 3. Felix James (Yam).
80 JR: 1. Todd Maderis (Kaw); 2. Scott Shade (Yam).
125 BEG: 1. Leo Salazar (Kaw); 2. Chris Pedrini (Hon); 3. Steve Humrich (Yam); 4. T. Michael Olmsted (Yam); 5. Jason Shade (Yam).
125 JR: 1. Pat Gomm (Hon); 2. Lance Lucero (Yam); 3. John Newell (Hon); 4. Jason Quintana (Cag); 5. Joe Veira (Hon).
250 BEG: 1. Matt Phipps (Hon); 2. Mark Stepovich (Suz); 3. Doug Dreisbach (Kaw); 4. Fred Fuss (Hon); 5. Mike Morgan (Hon).
250 JR: 1. Dave Damarco (Hon); 2. Don Mendenhall (Suz); 3. Ted Pippin (Hon); 4. Chris Clark (Hon).
OPEN BEG: 1. Curt Winter (Hon); 2. Jeff Kniss (Hon); 3. Scott Wright (Yam); 4. Mark Fitzsimmons (Hon); 5. Brooks Holland (Yam).
VET JR: 1. George "Elmo" Heare (Hon).
VET MSTR: 1. Duane Hughes (Hon); 2. Larry Baker (Hon); 3. Mike Lane (Hon).

Davis drives to win at Perris MX

By David Procida

PERRIS, CA, NOV. 7

Craig Davis grabbed the overall victory in the 250cc Pro class with a 3-1 performance today at Perris Raceway.

When the gate fell for moto one Yamaha-mounted John Posca led the pack into turn one with Tackla pilot Kevin Field and Davis hot on his heels. The course was shortened to avoid the muddy acres of the rain soaked track but the SMX crowd increased the number of laps to 20, all of which Posca led in moto one.

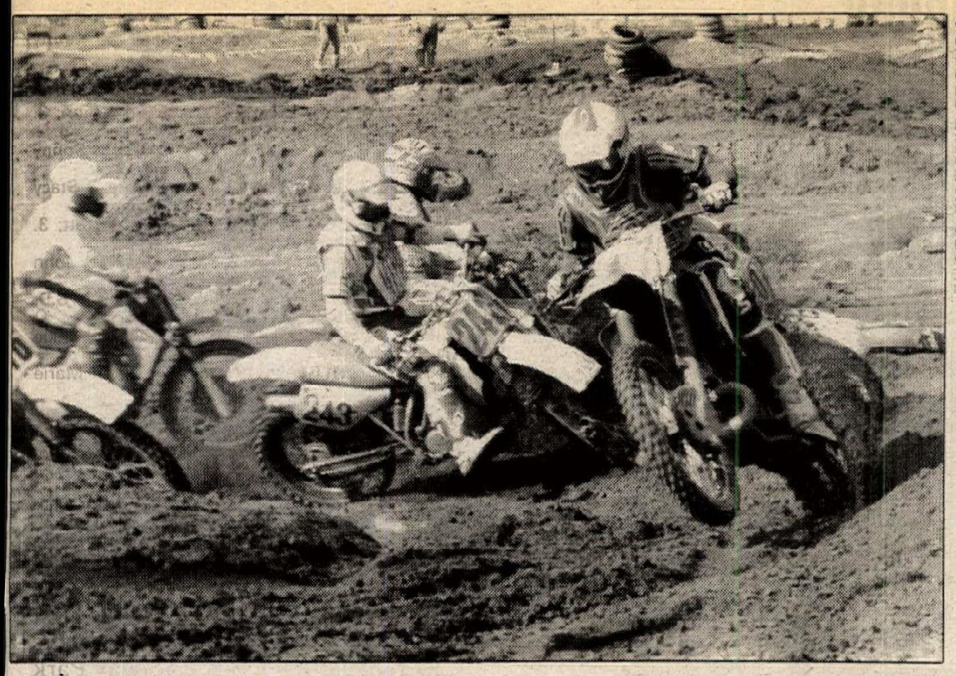

PHOTO BY DAVID PROCIDA

Ulf Johansson (17) leads fellow 250cc Intermediate Peter Buggle (243) through turn one during MX competition at Perris Raceway.

Honda-mounted Loren Pochirowski moved up through the pack and was running in the third place slot in the early going behind Field. Davis turned up the wick on his Pro-Circuit YZ and passed Pochirowski near the midway point but lapped traffic prevented him from catching Field before the checkered flew for Posca.

In moto two Davis jumped into an early lead in front of Field with Posca and Pochirowski in close pursuit. Davis was never headed and went wire-to-wire for the win. Posca experienced problems staying on two wheels and finished behind Field, giving Davis the overall win with Field second overall and Posca taking third.

In Vet action Gary Jones ran away with both motos in the Expert class leaving Art Olivier and Honda-mounted Alan Olson swapping second and third place finishes with Olson taking the second moto runner-up spot for second overall ahead of Olivier.

Vet Intermediate Alan Kent has been almost unstoppable lately but Kawasaki-mounted Chris Burgeson led him across the finish line in moto one but Kent put it together for the final and deciding moto leaving second to Burgeson. Jeff Lambson took third overall by going 3-3 for the day.

In the Vet Novice class Greg Green played runner-up to Yamaha-mounted Elliott Iverson with Jack McCormick in third. In moto two Green put his 125cc Honda in front of all the bigger bikes for the win while McCormick held off Iverson, giving Green the overall via a 2-1 score. Iverson went 1-3 for second overall, with McCormick's 3-2 good for third.

Results

80 BEG: 1. Kerry Vantiener (Kaw); 2. Shawn McIntosh (Kaw); 3. Tim Hallisay (Yam).
80 NOV: 1. Brian Teets (Kaw); 2. John Ruof (Hon).
80 INT: 1. Travis Cory (Hon)
80 EX: 1. Mark Dwyer (Hon); 2. Mike VanCamp (Kaw).
125 BEG: 1. Willy Lawton (Suz); 2. Chadd Poggett (Kaw); 3. Chris Alamangos (Hon).
125 NOV: 1. Rich Aldrich (Hon); 2. Bruce Kamis (Yam); 3. John Phinney (Kaw).
125 INT: 1. Brian Calhoun (Kaw); 2. Jon Levey (Hon); 3. Steve Sequeira (Hon).
250 BEG: 1. Rudy Chavez (Hon); 2. David Barlow (Kaw); 3. Ricardo Barreiro (Kaw).
250 NOV: 1. Roger Saenz (Kaw); 2. Randy Nariega (Suz); 3. Jeff Young (Hon).
250 INT: 1. John Griffin (KTM); 2. Ulf Johansson (Hon); 3. Jamie Morabito (Yam).
250 PRO: 1.Craig Davis (Yam); 2. Kevin Field (Hon); 3. John Posca (Yam).
OPEN BEG: 1. Phillip Alanangos; 2. Tony Feldhaus (Hon); 3. David Gold (Hon).
OPEN NOV: 1. Mark Brown (Hon); 2. John Chambers (Kaw); 3. Jack Phinn (Hon).
OPEN INT: 1. Lloyd Thomas (Hon); 2. Brian Davy (Kaw).
VET NOV: 1. Greg Green (Hon); 2. Elliott Iverson (Yam); 3. Jack McCormick (Hon).
VET INT: 1. Alan Kent (Yam); 2. Chris Burgeson (Kaw); 3. Jeff Lambson (Yam).
VET EX: 1. Gary Jones (Hon); 2. Alan Olson (Hon); 3. Art Olivier (Hon).

Robertson scores at Ft. Mitchell MX

By Hugh Gatlin

FT. MITCHELL, AL, NOV. 1

Brian Robertson made his first appearance at Ft. Mitchell's Fall Series a winning one when he took a 1988 Honda CR 250 to first overall in the 250cc B class. In Senior Mini competition Yamaha of Columbus-sponsored Shannon Brooker posted two more unchallenged wins, virtually assuring him the series title with one round remaining.

Kawasaki rider Dwight Duke holeshot the first 250cc B moto but was quickly passed by Robertson in the muddy second turn. Dave Robel also passed Duke then ran into trouble when his handlebar slipped down to the gas tank. Robertson had smooth sailing out front while Robel put in a gritty ride to hold off Duke for four laps. On the white flag lap the awkward riding position got the best of Robel and he bobbled in a power berm and Duke slipped past for second.

Robel led the second moto followed by Robertson and Duke. Robel was in complete control of the slippery, hard packed track and steadily pulled away for the win. Robertson's second place finish gave him the overall victory while Craig Ray took third in the moto.

Brooker grabbed the start of the first Senior Mini moto with Joey Crawford in tow. Bob Long moved to second while Crawford dropped to the back of the pack. Andre Pene was on the move and overtook Long at the halfway point. Brooker rode to a solid win and Long blasted past Pene through the quads to retake second. Crawford recovered for fourth.

Brooker controlled the second moto start ahead of Pene. Long quickly worked his way to second. Brooker ran alone out front while Long, Pene, and Crawford battled for second. Pene charged by Long through the stadium whoops and Crawford got by shortly after. Brooker picked up his seventh moto win of the series ahead of Pene and Crawford. Long was hampered by engine problems and eventually DNF.

Series leader Casey Hoover holeshot the first 125cc C moto ahead of Steve Saunders. Yamaha-mounted Shane Pene passed Saunders early in the race and the top three pulled away from the pack. Saunders dove underneath Pene and closed in on

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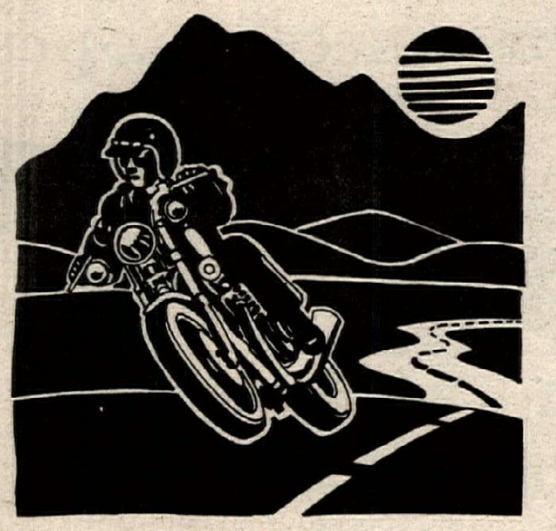

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PHOTO BY TOM VAN BEVEREN

Back riding for Team Husky, Don Griewe claimed top honors at the Turkey Chase Hare and Hound in Red Mountain, California.

Hoover. Hoover held his ground while Pene dropped off the pace. On the last lap Saunders jammed under Hoover for the win. Pene held on to third ahead of a steady Tom Haliburton.

Joey Bocchino led the second heat until Hoover jumped past. By the finish Saunders had passed both for the win and Haliburton took another fourth place.

Results

250 B: 1. Brian Robertson (Hon); 2. Dave Robel (Yam); 3. Dwight Duke (Kaw); 4. Craig Ray (Hon).

250 C: 1. Kevin Browning (Kaw); 2. Mike Hamilton (Hon); 3. John Blue Smith (Hon); 4. Tim Shanan (Hon).

125 B: 1. Bobby Hearn (Hon); 2. Tom Haliburton (Kaw).

125 C: 1. Steve Saunders (Hon); 2. Casey Hoover (Hon); 3. Joey Bocchino (Hon); 4. Tom Haliburton (Kaw); 5. Shane Young (Hon).

OPEN: 1. Hugh Gatlin (Hon); 2. Lynn Hicks (Hon); 3, Brian Green (Yam); 4. Jeff Knee (Hon).

SR MINI: 1. Shannon Brooker (Yam); 2. Andre Pene (Hon); 3. Joey Crawford (Kaw); 4. Bob Long (Kaw); 5. Charlie Cutts (Kaw).

ENDR: 1. Mike Hamilton (Hon); 2. Jason Bragg (Hon); 3. John Bragg (Hon).

JR MINI: 1. James Grier (Yam); 2. Josh Morgan (Hon); 3. Ronnie Janney (Hon); 4. Allen Smith (Kaw); 5. Bryan Johnson (Kaw).

P/W: 1. Jeremy Nevels (Yam); 2. Mark Ragsdale (Suz); 3. Ray Perkins (Yam).

60: 1. Jason Grier (Kaw); 2. Byron Johnson (Kaw); 3. Allen Smith (Kaw); 4. Brandon Hart (Hon); 5. Billy Herrin (Hon).

Griewe grabs Turkey Chase win

By Anne and Tom Van Beveren

RED MOUNTAIN, CA, NOV 8,
In his first ride for Team Husky, Don Griewe powered his new white steed to victory with a comfortable four minute winning margin at the 43rd Annual Turkey Chase Hare and Hound sponsored by So. Cal. M.C.

The new Husky recruit battled it out in close competition for the first half of the 85-mile course despite losing his front brake early in the running, and then used the fast-paced terrain of the second loop to break through to the lead and stretch out an unbeatable winning margin.

"A big rock flew up and hit my front brake cable about half way round the first loop," Griewe explained. "It smashed the steel-braided line and all the oil came out so I had no front brake for the rest of the race. I was crossing my fingers the whole way that they didn't run us up through the mountains. I couldn't have kept the lead up there with no front brake."

As the drag race up the loop A bomb run started to sort itself out, CR500 pilot Paul Krause was out in front of the Amateur/Experts, with Griewe, KTM pilot Tom Willis and YZ250 hotshot Darin Cartwright right on his tail.

Krause was hard on the gas and stretching out his leading margin as the course headed out towards the base of the Spangler Mountains, but the Honda privateer's headlong rush for victory did not last long. Krause took a dive off the bike about 20 miles into the race and was out of the running with torn ligaments in his right ankle.

"I clipped a rock and it pitched me up over the bars," Krause explained. "I landed on my feet but one of them wasn't on quite the right angle and I twisted my ankle when I fell over. Everyone that came by stopped to see if I was OK. I was really impressed by that."

Krause's misfortune handed the number one spot over to Griewe, but the new Husky pilot was soon overcome by Cartwright and then relegated to third as Willis came charging through. The three top riders locked horns in a back and forth battle for the rest of the loop that put Willis out in front of Griewe by a scant seven seconds with another 23 seconds back to Cartwright as they headed into pit row.

Open Expert Ron Shuler (Yamaha) raced through in seventh overall two minutes behind West, John Braasch, Jr. had the 125cc lead in ninth overall, and Mike Sixbery was out in front of the Vets in 11th overall.

Willis was hard on the gas as he headed out into the B loop but his speed was no match for Griewe's determination. Despite his useless front brake, the Husky 500 pilot started to edge closer and closer to the race leader as the course went into the Lava Mountains, crossed Trona Road and then paralleled Highway 395 on a northerly dash towards Ridgecrest.

"I got right up to Willis and then something happened to his bike about 10 miles into the loop — I think maybe it was his transmission," said Griewe. "He pulled over and I just shot past."

"I must've hit a rock because I broke my shift lever early in the first loop and kept missing gears after that," explained Willis. "I ended up with no third gear at all and Griewe got past me when I was looking down trying to shift."

Once he lost the lead, Willis' ride went steadily downhill. "I'd hit

neutral where third gear used to be and it'd make me fall off," said Willis. "I fell down at one of the checks, did it again in a sandwash and knocked the wind out of myself, and the last time I went down it was in some rocks. I bent the bars and the frame. Loop two wasn't much fun for me."

With Willis spending as much time off the bike as on it, the Open Expert was easy pickings for Cartwright, who powered through to grab second overall. Kawasaki's Brett Howell also launched an all-out attack on Willis but could not sneak around the tenacious rider and had to be content to snap at his heels.

As the course turned for home and the final sprint for the checkered flag began, it was Griewe's race all the way. He had opened up an unbeatable lead and swept in to take the overall honors after two hours of fast-paced racing with a comfortable four minute lead over Cartwright.

Cartwright's second place finish gave him the honors in the 250 Division. "We had a great race going the whole way," said Willis. "The three of us were dicing back and forth most of the way. There wasn't much dust and I didn't have any falls or anything — I can't believe it!"

A tired and rather battered Willis crossed the finish line just two minutes behind Cartwright to claim third overall.

Willis was followed in by Howell. Howell, who held a steady fourth place for much of the race, said he lost time stopping to check on Krause after his crash early in the first loop. "Stopping put me back a bit and after that there just wasn't any way to catch up," said Howell.

Results

OVERALL: 1. Don Griewe (Hus); 2. Darin Cartwright (Yam); 3. Tom Willis (KTM); 4. Brett Howell (Kaw); 5. Scott Stearns (Suz); 6. Ron Shuler (Yam); 7. Mike Sixbery (Yam); 8. Greg Winters (Hon); 9. Chris Hodges (Hus); 10. Dave West (Hon); 11. John Braasch, Jr. (Yam); 12. Nick Young (Hon); 13. Matt Schweitzer (Hus); 14. Donald Franklin (Yam); 15. Mike Korenwinder (Hus).

OPEN EX: 1. Don Griewe (Hus); 2. Tom Willis (KTM); 3. Ron Shuler (Yam).

250 EX: 1. Darin Cartwright (Yam); 2. Brett Howell (Kaw); 3. Scott Stearns (Suz).

125 EX: 1. John Braasch, Jr. (Yam); 2. Nick Young (Hon).

VET OPEN EX: 1. Steve Garner (Hon).

VET 250 EX: 1. Mike Sixbery (Yam); 2. Greg Winters (Hon).

SENIOR OPEN: 1. Ron Paproski (Hon).

OPEN AM: 1. Chris Hodges (Hus); 2. Dave West (Hon); 3. Mike Korenwinder (Hus).

250 AM: 1. George Pennington (Yam).

OPEN NOV: 1. John Peterson (Hon).

McClintock masters mud at Baylands MX

By Mike Vancil

FREMONT, CA, OCT. 30

A strange set of circumstances gave Tim McClintock the overall win in the Pro class at the wettest race in recent Baylands Raceway Park history.

In the first moto it was quick-starting John Dauth on his Honda in the early lead and he carried it with no apparent problem or challenge from anyone in the four-rider field. Dauth and Rick Delong were on 250cc machines and McClintock and Fargo were on 125s. Holding down an easy second at the checkers was McClintock. Gary Fargo and Delong finished third and fourth, respectfully on their Hondas.

In the second moto Dauth dropped the clutch too quickly and was over the backward falling Baylands' gate which earned him the lead and an automatic assessment of a penalty lap. There was no way that Dauth could know that he was caught so he continued to ride as before, with the intent to win. McClintock powered past his other two adversaries and was again right behind Dauth. Running third and doing much better in this moto was Fargo. As the lead duo approached the finish Dauth got his first inkling that he was down a lap when McClintock was given the checkers first. Even with the penalty Dauth was able to garner a second place overall.

Results

80 BEG: 1. Jami Goyne (Kaw); 2. James Ptarcinski (Yam); 3. Todd Hewitt (Hon); 4. Shawn Yuill (Suz); 5. Albert Iniguez (Kaw).

125 BEG: 1. Jon Peters (Hon); 2. Michael Olmstead (Kaw); 3. Steve Humrich (Yam); 4. Jeremy Williams (Hon); 5. Larry Moniz (Hon).

125 JR: 1. Scott Schroeder (Kaw); 2. Chris Stille (Hon); 3. Steffan Whiting (Hon); 4. Steve Boncyk (Hon); 5. Shane Wright (Hon).

125 INT: 1. Eric Pucelik (Hon).

250 BEG:: 1. Robert Fields (Suz); 2. Elmo Heare (Hon); 3. Steve Nicholson (Hus); 4. Sean Nichols (Hon); 5. Doug Dreisbach (Kaw).

250 JR: 1. Ted Pippins (Hon); 2. Gregg Lyons (Hon); 3. Keith Tanti (Yam); 4. Casey Lyons (Hon); 5. Dave Damarco (Hon).

250 INT: 1. Eric Pucelik (Hon).

OPEN BEG: 1. Jim Wiscarson (Hon); 2. Curt Winter (Hon); 3. Robert Reed (Hon); 4. Bob Holmes (Hon); 5. Ron Azevedo (Hon).

OPEN JR: 1. Sean Hummel (Kaw); 2. Dave Davis (Hon); 3. Jeffrey Powell (Hon).

VET MSTR: 1. Duane Hughes (Hon); 2. Larry Baker (Hon).

PRO: 1. Tim McClintock (Hon); 2. John Dauth (Hon); 3. Rick DeLong (Hon); 4. Gary Fargo (Hon).

Hand grabs win at MotoSport Trails MX

By Peggy Adamic

MILLPORT, OH, OCT. 25

Honda rider Dave Hand chaulked up another victory this weekend when MotoSport Trails in Millport, Ohio, hosted its final race of the season with 120 riders attending.

Steve Gardiner routed his Honda through turn one ahead of Tony Boyas and Hand to begin the first moto of the 250/Open Expert class. Hand quickly dispensed of Boyas during the first lap and chased Gardiner through three and a half laps before taking over the top spot. Greg Wheeler motored past Ken Frankenbery and Boyas and then grabbed second from Gardiner midway through the race. Suzuki mounted Mike Boggia put on a surge and moved from his eighth place start into fourth by moto's end behind Hand, Wheeler and Gardiner.

Gardiner was out front again when the gate dropped to start the second moto, and remained out front while Hand began picking off riders from his fifth place start. Four and a half laps into the moto, Hand passed Wheeler to move into second and, within half a lap, routed past Gardiner to take first. Wheeler and Ricky Hammond moved in on Gardiner and challenged the rider for second place. With less than two laps to the finish, both Wheeler and Hammond routed their Hondas past Gardiner.

Ken Frank was the overall winner of the 250cc C class, supporting 4-1 moto finishes. Frank took his Honda through the first turn with Ed Smith, Mike Williams and Steve "Wilmo" Wilmington in pursuit. Wilmington dropped back to sixth after three laps but quickly regained his top five position. Smith battled with Frank for first with both riders losing positions due to the battle. Williams took the checkered closely followed by Smith, Wilmington and Frank.

The class season point leader, Wilmington, grabbed the lead to start the second moto and held the lead until midrace when Frank caught and passed Wilmington for the lead and the overall win. Wilmington finished second with his 3-2 moto tallies.

Chris Grasso rode his KTM to the double moto win in the 125cc C class. Honda-mounted Tom Ashton holeshot moto one followed by Bob Herbst and Grasso. Grasso moved past Herbst within the first half a lap and began his pursuit of Ashton. Grasso gave chase thoughout the first four laps when Ashton slid

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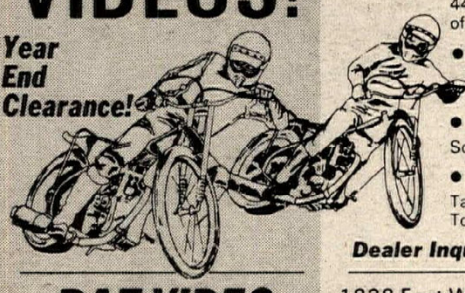

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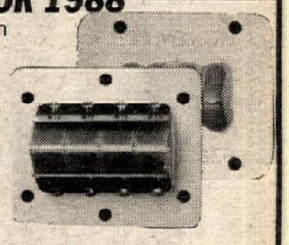

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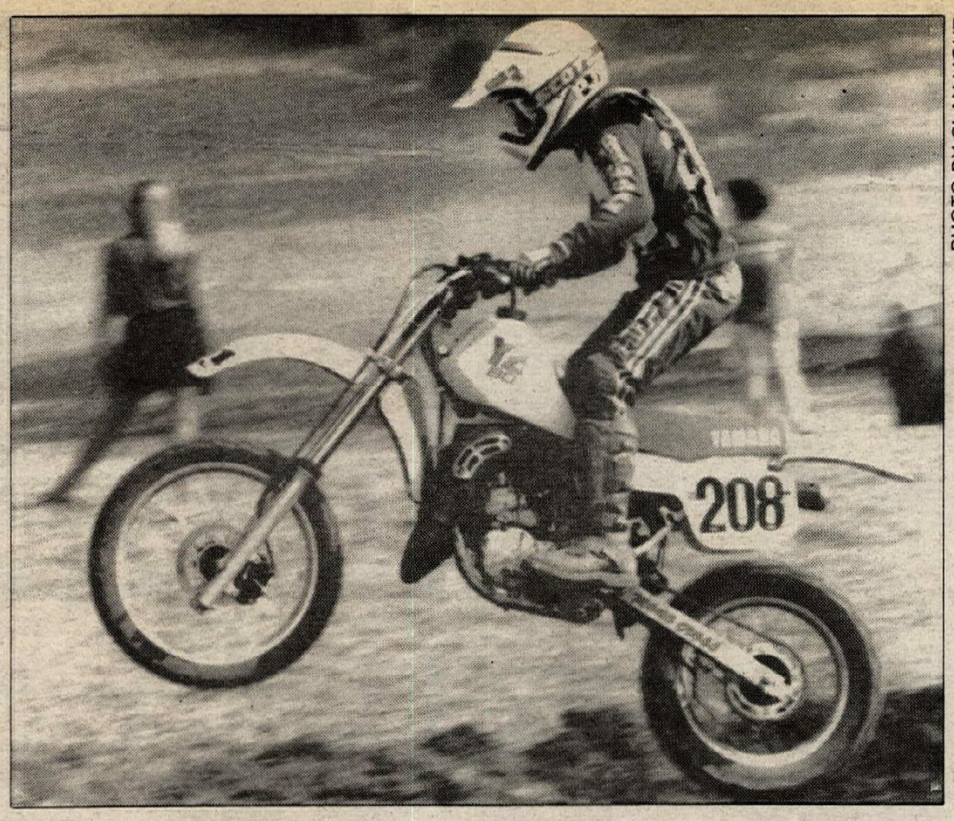

PHOTO BY CLAY LIGHT

Yamaha-mounted Ryan Huffman captured the 80cc Intermediate/Jr. class victory at Clarks Branch Motocross.

through a turn, giving Grasso the lead. Ashton was in fourth with one lap to the checkered flag behind Grasso, Herbst and Kelly Johnson. Honda rider Steve Gilland was in fifth with the white flag out and turned on the gas to pass Ashton, Johnson and Herbst all within the final lap to take second. Grasso and Gilland didn't waste any time in moto two, grabbing the top two spots through turn one. The two front runners held their positions throughout the five lap moto. Grasso, held a 13 second lead at the checker.

Rick Merhar rode his Maico to the double moto win in the highly competitive 250cc B class. Chris Browne took his Husky to the lead through turn one with Tom Timchek and Merhar giving chase. Midway through the moto, Merhar dispensed of Timchek and set his sights on Browne. The two riders rode tire to tire through the final lap with Merhar routing into the lead within the final half a lap. When the gate dropped to start the second moto, Merhar was chased through the first turn by Dean Pieronek and John Hill. The three riders held their positions throughout the race with Pieronek moving within two seconds of Merhar at the finish.

Results

50: 1. Anthony Vickers (Yam); 2. Jesse Finley (Yam); 3. Mark Gallagher (Yam); 4. Larry Rust (Yam).
80 7-11: 1. Bryan Bellinger (Kaw).
80 12-13: 1. Jeff Wooledge (Hon); 2. Joseph Geiders (Hon); 3. John Bodo (Hon); 4. John Grasso (KTM); 5. David Bodo (Hon).
80 14-15: 1. Mike Howell (Hon); 2. Jason Balas (Hon); 3. Tim Conti (Kaw); 4. Gene Kelley (Hon); 5. John Gerdes Jr. (Yam).
125 SCHBY: 1. Bryan Jones (Kaw); 2. Steve Gilland (Hon); 3. Kevin Sweeney (Kaw); 4. Steve Wooledge (Hon); 5. Jason Balas (Suz).
125 B: 1. Bryan Jones (Kaw); 2. David Speigle (Hon); 3. Billy Penick (Yam); 4. Steve Wooledge (Hon); 5. Kevin Sweeney (Kaw).
125 A: 1. Joe Maurer (Hon); 2. Barney Barnett (Hon); 3. Greg Wheeler (Hon); 4. Chuck Nicholson (Hon); 5. Rob Yenulonis (Hon).
125 C: 1. Chris Grasso (KTM); 2. Steve Gilland (Hon); 3. Bob Herbst (Kaw); 4. Tim Lutes (Hon); 5. Tom Ashton (Hon).
250/OPEN A: 1. David Hand (Hon); 2. Greg Wheeler (Hon); 3. Steve Gardiner (Hon); 4. Rick Hammond (Hon); 5. Ken Frankenbery (Hon).
250 B: 1. Rick Merhar (Mai); 2. Dean Pieronek (Hon); 3. John Hill (Hon); 4. Chris Browne (Hus); 5. Tom Timcheck (Hon).
250 C: 1. Ken Frank (Hon); 2. Wilmo Wilmington (Kaw); 3. Mike Williams (Yam); 4. Shane Smith (Suz); 5. Ed Smith (Yam).
OPEN B: 1. Jerry Boyd (Hon); 2. Jay Smith (Yam); 3. Tom Cempel (Hon); 4. George Stefek (Hon); 5. Scott Talbott (Kaw).
SR 1: 1. Ken Frankenbery (Hon); 2. Thomas Klouse (Hon); 3. Harold Darringer (Kaw); 4. Blaine Duecaster (Kaw); 5. Jay Smith (Yam).
SR 2: 1. Larry Myers (Kaw); 2. Thomas Knapp (Hon); 3. Bruce Steinfurth (Hon).
EXTRA: 1. David Hand (Hon); 2. Tony Boyas (Hon); 3. Rick Merhar (Mai); 4. Dean Pieronek (Hon); 5. Chris Grasso (KTM).

Nelson, Huffman nab Roseburg MX wins

By Clay Light

ROSEBURG, OR, NOV. 8

Kawasaki jockey Steve Nelson and Yamaha-mounted Ryan Huffman were among the day's big winners at the first round of the Motocross Northwest sanctioned Winter Series at Clarks Branch Raceway. Nelson won the largest class of the day, the 250cc Junior class; Huffman topped the combined 80cc Intermediate/Junior class.

Huffman rode to easy killings in the 80cc class aboard the Yamaha/Honda of Roseburg-sponsored YZ, beating a good-sized bunch of Intermediates. The closest competition Huffman was faced with were Joie DePew and Chuckie Standeford, both aboard Hondas. Neither could reel in Gold Cup Champion Huffman, one of the dominant forces in 80cc competition. DePew's 2-2 rides were good for second while Standeford netted third after 3-3 performances.

In the Junior portion, Honda-mounted Travis Berry, also Yamaha-Honda of Roseburg sponsored, targeted the class with 1-1 rides. Kawasaki riders Jason Mathews and Shawn Highland traded second place finishes with Mathews getting the nod for second after prevailing in moto two. Third was Highland (2-3).

Nelson, who spent several seasons dominating the Intermediate class and a season in the Pros, made a comeback after a lengthy layoff and completely dominated both motos in the 250cc Junior class. Only Honda rider Don Schneider gave Nelson any competition. In the first moto, Nelson jumped out front followed by Schneider and Rick Roberts, which was the eventual finishing order.

Moto two was much the same; Nelson sailed away in search of the checkered flag while Schneider and Roberts battled for second, which went Schneider's way, good for runner-up overall. Roberts, Joe Gisholt and Scott Lewis filled the top five overall.

Tony Graves, fresh off the Yamaha Gold Cup Series in which the Yamaha/Honda of Roseburg rider placed second overall in the 125cc Pro class, was on hand but was the only professional rider in attendance. Graves, aboard his Honda CR250 rode combined with the 250cc Intermediate class, easily dominating both motos. Medford's Ron Milligan rode two brilliant motos to take the Intermediate portion, beating Mike Harwood and Dennis Rotherham. Hardwood's 2-2 performance earned the Kawasaki pilot second and Rotherham's 4-3 tallies were good for third overall.

Honda-mounted Larry Lacey whipped the 30-40 Intermediate/Junior class, to stand among 18 overall winners at the completion of the program. Lacey beat Roberts and Husqvarna rider Fritz Martin for the Intermediate win while Dan Gilkison topped the Junior portion ahead of Ryan Taylor and Joe Brumbeck, both aboard Hondas.

Results

250 INT: 1. Ron Milligan (Hon); 2. Mike Harwood (Kaw); 3. Dennis Rotherham (Yam).
250 JR: 1. Steve Nelson (Kaw); 2. Don Schneider (Hon); 3. Rick Roberts (Yam).
125 JR: 1. John Williams (Hon); 2. Dalton Jeremiah (Kaw); 3. Chad Berry (Hon).
125 PRO/INT: 1. Tony Graves (Hon); 2. Monty Spalding (Hon); 3. Doug Eckelman (Yam).
80 INT: 1. Ryan Huffman (Yam); 2. Joie DePew (Hon); 3. Chuckie Standeford (Hon).
80 JR: 1. Travis Berry (Hon); 2. Jason Mathews (Kaw); 3. Shawn Highland (Kaw).
60 JR: 1. Matt Williams (Kaw); 2. Joe Don Ireland (Kaw); 3. Eric Moak (Kaw).
330-40 INT: 1. Larry Lacey (Hon); 2. Rick Roberts (Yam); 3. Fritz Martin (Hus).
30-40 JR: 1. Dan Gilkison (Hon); 2. Ryan Taylor (Hon); 3. Joe Brumbeck (Hon).
250 BEG: 1. Alan McComb (Hon); 2. Matt Barnhardt (Kaw); 3. Joe Brumbeck (Hon).
125 BEG: 1. Ward Bouslough (Kaw); 2. Brian Senn (Kaw); 3. Don Russell (Suz).
80 BEG: 1. Jamie Cook (Hon); 2. Aaron Velicino (Yam); 3. Rusty Bohal (Hon).
OT INT: 1. Chuck Standeford (Hon); 2. Gary Highland (Hon).
60 INT: 1. Zach Rund (Kaw).

Walker wins Plaster City Desert Sprint

By Bob Bell

PLASTER CITY, CA, OCT. 25

Open Honda-mounted Steve Walker ran away from the competition at the AMA District 38 FRT Desert Sprint. Walker combined a good start with aggressive riding to take his fifth overall win of the season.

As the racers lined up for the start there was a struggle to stay as far to the right as possible. The course went west down Coyote Wash, but check one was due north. With the rule "any way to check one on the first lap," the reason became obvious. As soon as the green flag dropped it was time to turn right.

Nailing down the holeshot was Open KTM-mounted Tom Moen. Mark Vanscourt had his 250cc Honda right in Moen's dust, while Jeff Martinez did his homework well and put his 125cc Honda into third. Walker, Bruce Lerud (500cc Honda) and 250cc Yamaha rider Rob Nolin were all running just behind the lead trio.

By the time they reached check one, Walker had taken command. He proceeded to pull out a 10-second lead at the end of the first lap. Moen held down second but was being pressured by Lerud. Randy "Stormin'" Norman moved his Honda into fourth, making for an Open bike sweep of the top four. Vanscourt led the 250s at fifth overall with Nolin right behind. Martinez was making sure his best start of the year didn't go to waste. He was running his 125 wide open and maintaining just over one minute on Bruce Taylor in second. Points leader Mike Rhustorfer was well out in front of the Vet class at 12th overall. John Bilkey led the Seniors in 17th overall.

As the next two of the four 20-mile loops continued Walker was still charging out front. Lerud, putting in his best ever performance, battled closely with Moen. Then, as they came through home check at the end of lap three, Lerud inched ahead of Moen. Norman pulled out on lap

three with a broken bike. Vanscourt still led Nolin for the 250cc lead, although the gap had closed. In the 125cc class Martinez maintained his one minute lead over Taylor. Taylor knew that all he had to do to clinch his number one plate was to finish in the top three and wasn't taking any chances. Rhustorfer was having little trouble with the other Vets. Mark McNulty held second ahead of Terry "Tigerslug" Strauwalk in third.

At the finish Walker motored through for the easy overall win. Lerud kept Moen at bay and then pulled away to take second open, second overall. With the battle for the 250cc lead running neck-and-neck heading out on the final lap, no one would bet on a winner. In an intense race the lead was swapped back and forth and as they came into view it was Nolin leading Vancourt in for the 250cc class win. Their battle had created such a fast pace that they both dispatched Moen back to fifth overall, third Open.

Martinez never backed off as he flew in for the 125cc win. Blisters on both hands showed the intensity of his ride and he is the only amateur to take an overall 125cc class win this year. Taylor cruised in second, losing this battle but winning the war. With three races to go, he has already sewn up number one. Dan DesRosiers, in his first race after a one year layoff, took third in the class.

The Vet class win went to Rhustorfer, finishing a creditable 12th overall. His closest competition, Bill Lyons, crashed on the way to check one and played catch-up all day. McNulty took second with Strauwalk and Lyons taking third and fourth respectively.

Bilkey took the Senior win at 19th overall. Claude Maynard ran second through lap three but was unable to hold off the charge of W.C. Thornton.

Results

O/A: 1. Steve Walker (Hon); 2. Bruce Lerud (Hon); 3. Rob Nolin (Yam); 4. Mark Vanscourt (Hon); 5. Tom Moen (KTM); 6. Jeff Martinez (Hon); 7. Earl Roberts (Yam); 8. Rheynard Morgan (Yam); 9. Todd Cary (Hon); 10. Bruce Taylor (Hon).

Vohland flies at Sacramento MX finale

By Nuklear Neukam

SACRAMENTO, CA, OCT. 30

As the stadium motocross races at Sacramento Raceway Park's Moto-Bowl celebrated the final night of the 1987 season brothers Tyson and Tallon Vohland rejoiced yet another one-two finish in the combined Pro class.

In the first Pro moto the Hi-Point/Kawasaki/Arai-sponsored siblings shot into the lead with Tallon at the forefront as Hi-Point/Honda-mounted Shawn Wooten and Yamaha ace Steve Lamson settled in at third and fourth. Just before the end of lap one Tallon went down, taking Tyson and Wooten with him. Lamson inherited the lead while Wooten was the first of the fallen trio to remount and move back into second. With Tallon leading Tyson the Vohlands moved from the rear of the pack back into contention. But at the checkered Lamson came across first with Tallon inching out Tyson for second. Wooten took fourth ahead of Sierra/Answer/Honda-mounted Dave Pile.

Tallon pulled another holeshot in moto two with Tyson, Wooten and Lamson following. Immediately the Vohland brothers began building a lead. Then, at midmoto, Tyson snuck by for the lead. Tyson held off Tallon's attempts at regaining the lost lead and continued to the win and the overall victory. Again second, Tallon took second overall while Wooten took third this moto for fourth overall. Lamson could only muster a fourth in moto two but that was good for third overall. A pair of fifths secured fifth overall for Pile.

Results

PRO: 1. Tyson Vohland (Kaw); 2. Tallon Vohland (Kaw); 3. Steve Lamson (Yam); 4. Shawn Wooten (Hon); 5. Dave Pile (Hon).

INT: 1. Randy Lewallen (Kaw); 2. Kelly Hoffer (Hon); 3. Dave Engstrom (Hon); 4. Sam Fries (Hon); 5. Bryan Barrett (Hon).

Melville masters Salt Fork Trials

By Paul Hayes

EUGENE, IN, OCT. 17-18

Kim Melville rode his Yamaha to overall honors on both days at the Salt Fork Dirt Riders Trials. His wins came in the Novice class. These events were the final races of the AMA District 17/District 15-sanctioned season.

Melville dropped 41 points on day one. This was the hardest day. It consisted of seven sections with four loops. His best loops were the last two, he lost eight points per lap. Beta-mounted Mike Elliott finished with a score of 53. He breezed through the third loop with a two point loss. The other three loops proved to be trouble for him. John Skwarch earned third place by a tie breaker. He had one more clean then Beta-mounted Mick Ross. Skwarch was on a Honda.

During day two, Melville carded a score of five. This day had seven sections run three times. Melville recorded 17 cleans for the win. Elliott once again took the runner-up spot. His score was 11. Rounding out the top three was Don Lopatka. He had problems in the third trap, losing eight of his 13 points there.

In the Junior class the top seven finished in those positions on both days. Taking the wins was Imperial Service Systems/Honda of Des Plaines-sponsored Stan Bloniarz. He lost 50 marks during Saturday's race. He got his Honda together on the last loop, only losing five points. Stan Smulski, riding a Yamaha came up one dab short of Bloniarz. His final tally was 51. Beta rider Phil Zimmer riding for Kawtown Kawasaki/Beta, had a 60 for third place.

Sunday came with great riding weather. Bloniaz came prepped for the win, which he got. On this day he lost 32 points. Once again Stan Smulski ended up one point short. He posted a 33. Zimmer came in third with a 34, showing the closeness of the race.

Jim Snell showed up with a brand new Merlin. Snell broke his new machine in right with a win on Saturday in the Expert class. His loops were 20-12-12-6 for a toal of 50. Honda-mounted Ziggy Jedynak took one extra dab then Snell to finish with a 51. "Wheelin' Wade" Theison turned in a score of 68 on his Yamaha.

Jedynak came back on Sunday to collect the win. He finished with a 31. Theison moved up a spot in the overall standings to receive second place. He had a 45. Snell fell to the third slot with a 51.

The Enduro class only had two riders on Saturday. Jim Zuroske from Indianapolis rode his Honda to the win with a score of 73. Yamaha rider Paul Hayes ran his score up to 101.

Results

SATURDAY

EX: 1. Jim Snell (Mer); 2. Zigi Jedynak (Hon); 3. Wade Thieson (Yam); 4. Jeff Mezosi.

JR: 1. Stan Bloniarz (Hon); 2. Stan Smulski (Yam); 3. Phil Zimmer (Bet); 4. Jim Emmerson (Fan); 5. Tom Taggart (Fan).

NOV: 1. Kim Melville (Yam); 2. Mike Elliott (Bet); 3. John Skwarch (Honn); 4. Mick Ross (Bet); 5. Todd Goodner.

ENDR: 1. Jim Zuroski (Hon); 2. Paul Hayes (Yam).

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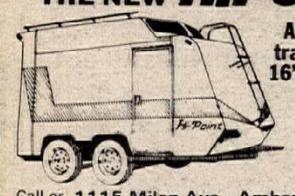

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PHOTO BY BOB LENK

A pair of Yamaha YSR50-mounted riders tackle a leg of the True Grits 50cc Fun Run held in Suches, Georgia. Tom Gonter won the event.

SUNDAY
EX: 1. Zigi Jedynak (Hon); 2. Wade Thieson (Yam); 3. Jim Snell (Mer); 4. Pierce Ferriter; 5. Doug Turner (Hon).
JR: 1. Stan Bloniarz (Hon); 2. Stan Smulski (Yam); 3. Phil Zimmer (Bet); 4. Jim Emmerson (Fan); 5. Tom Taggart (Fan).
NOV: 1. Kim Melville (Yam); 2. Mike Elliott (Bet); 3. Don Lopatka; 4. Mick Ross (Bet); 5. Joel Ripper (SWM).
ENDR: 1. Jim Zuroski.

Gonter grabs True Grits win

By Gimpy Hayes

SUCHES, GA, OCT. 18

A record entry showed up on a beautiful day in colorful Suches to fun it out in the 6th Annual True Grits 50cc Fun Run. When the laughter settled down, the overall winner was Team Corn Dog captain and *Cycle News* advertising executive Tom Gonter. Gonter returned to the center stage with Corn Dog teammates Mike Church and Mark and Greg Mitchell to claim team honors over runner-up Team Hickory, Dickory, Dock — the team that flew over the mountain top — (Ken Watts, Dick and Billy Ethridge).

The fun day started early with the TWO Campground littered with an array of 50cc machines with the expected tiddlers plus some unique pieces that included a Moto MB, some hybrid 50cc four-stroke Hondas and a Whizzer ridden by none other than John Wiser. Wiser loaned his nitrous fitted Honda MB-5 to his buddy and Wiser took on a Whizzer ride that would pan out as a real adventure. Once again the Yamaha folks airfreighted in a new, yet to be released model, a pair of 1988 DT50s, for the rigorous test of True Grits.

The riders' meeting was called at 8:45 a.m. by Fun And Reliable Tiddler (FART), CEO Ben Cheatwood, to give the usual have fun, ride safe introduction, plus a couple of extras: an object lesson complete with toy props to explain the danger of local rednecks, visiting leaf maggots, local police and the possiblity of an ambulance ride. Everyone laughed but knew the point was made that safety and motorcycling images were important for the future of the event. To quell the knee dragging, handlebar-to-handlebar desires, Cheatwood announced a surprise event, the 50-50 Dash for Cash, that would be held at Suches International Raceway following the Grits Run.

Three by three the riders left the start-finish area, dodging the first big obstacle of the day — Bob Lenk, the official cameraman for MotoWorld.

Meanwhile, in the pits, spouses and close friends of the brave competitors were still questioning the playful enthusiasm of the riders, in light of traveling up to 800 miles one way just to ride The Grits.

The 90-mile course took the riders on an up and down mountain road course that would cross the Appalachian Trail twice as riders would also enjoy near peak colors of the Georgia fall.

Several riders were caught hot at check one, collecting a 10 point penalty per hot minute vs. a one point per minute penalty for being late. Overall winner Gonter's riding strategy proved very profitable as his score card blew off his bike and he spent 10 minutes looking for the card in a pile of leaves. As a result, Gonter arrived at the first field check with no hot points.

The second leg of the event put the riders on Richard B. Russell Scenic Mountain Highway, a.k.a. locally as Richard B. Raceway. Up the mountain the riders paddled against a 48 mph average and down the backside they smoked their tennis shoes, trying to keep a 24 mph average.

Some of the finer drafting stories came out of the third leg on the twisty, newly paved Hwy. 60, just west of the TWO Campground, as the riders buzzed back to TWO.

Riders gathered for the spoils of the event, the large recycled trophies, along with the ceremony of getting one. The bathroom scales of justice came out for a tie between the riding duo from Bell Fountain, Ohio, Judy Davis and Richard Denkling. Davis collected second and Denkling third, as Cheatwood collected another look that would kill from a lady in a public weighing.

Twenty-five entries paid 50¢ each for the privilege to push a rather worn out Honda MB-5, equipped with two flat tires, in the 50/50 Dash for Cash. Suches International Raceway, a course with two 50-foot straights with two tight u-turns at each end, greeted the racers. One by one the racers took their turn with the bike with Pelzer, South Carolina's Ken Miller turning in the only sub-10-second push. Yamaha's Len Foster, who was overheard saying, "I'd rather push a Yamaha than ride a Honda," stomped to a dead last time of 26.5 seconds.

Results

O/A: Tom Gonter (Yam).
L/W: 1. Ed Eskew (Yam); 2. Jim Coddington (Yam); 3. Terry Dishroon (Hon); 4. Jody Widman (Yam); 5. Richard Hogue (Hon).
H/W: 1. Tom Hayes (Yam); 2. Judy Rogers (Yam); 3. Richard Denkling (Yam); 4. Everett Smith (M-MB); 5. Michael Kavula Jr. (H-D).
H/W: 1. Steve Tipton (Yam); 2. Brian Parker (Hon); 3. Ken Watts (Hon); 4. Dick Ethridge (Hon); 5. Mark Mitchell (Hon).
YGTBK: 1. Mark Gore (Suz); 2. Mike Church (Hon); 3. Kim Davis (Yam); 4. James Taylor (Yam); 5. Pat Coleman (Yam).
NERD: 1. Scott Harben (Yam); 2.Ray Mertens (Hon); 3. Neil Jordan (Yam); 4. Len Foster (Yam); 5. Gene Waters (Hon).
TEAM: 1. Corn Dog; 2. Hickory Dickory Dock; 3. Triangle Red Liners.
50/50 DFC: 1. Ken Miller; 2. Scott Harben; 3. Scott McLemore; 4. Pat Williamson; 5. Greg Hansel.

Vohland captures victory at Argyll MX

By Nuklear Neukam

DIXON, CA, NOV. 1

While mechanical woes plagued Hi-Point/Kawasaki/Arai-sponsored Tyson Vohland, teammate/brother Tallon rode flawlessly and captured the 250cc Pro victory at the CMC Argyll Park motocross. Hi-Point/Honda-mounted Shawn Wooten took top honors in the 125cc Pro class while the 500cc Pro overall went to Kurt Jorgensen and his Honda.

In the first 250cc Pro moto Tyson moved into the lead with Tallon in tow and they built up an incredible lead. Then, on lap six of the 10-lap race, Tyson's rear tire started going flat. Tallon came around for the lead and continued on for the win while Tyson limped in for second. Honda-mounted Kelly "Animal" Andris finished third ahead of Answer/Sierra/Honda rider Dave Pile.

Moto two started much the same as the first with Tyson leading Tallon. Then, as Tallon moved into the lead, disaster attacked Tyson. Pre-ignition led to the tip of the spark plug melting off, apparently due to a bad batch of racing fuel, and one lap was all she wrote in moto two. Tallon continued on unchallenged for the win and the overall with Andris second for second overall.

Honda riders Jorgensen and Tim McClintock traded moto wins in the 500cc Pro class with Jorgensen scoring the victory in the second and deciding moto for the overall. Kawasaki-mounted Clayton Blood's consistent 3-3 tally was good for third overall.

Shawn Wooten dominated the 125cc Pro class, piloting his Reaction Porting-powered Honda in the lead of each and every lap of both motos for the overall. A pair of seconds earned Yamaha-mounted Steve Lamson second overall with Greg Tirheimer third overall.

Fairfield Kawasaki-supported Jason Johnson flew his green machine to victory in both 125cc Junior motos for the overall win while a second and a third put Capital Yamaha's Ricky "La Bamba" Brazil in second overall. Third overall was Honda rider Tim Riggs with a 6-2 score.

Maier/Jorgy's/Smith Goggles-backed Shawn Glidden took his Kawasaki to the winner's circle in the 125cc Beginner class on the strength of twin moto wins. Kawasaki-mounted Tim Compton was runner-up both motos for second overall with Jeffrey Brownlee and his Suzuki third overall.

Results

125 PRO: 1. Shawn Wooten (Hon); 2. Steve Lamson (Yam); 3. Greg Tirheimer (Hon).
250 PRO: 1. Tallon Vohland (Kaw); 2. Kelly Andris (Hon); 3. Dave Pile (Hon).
500 PRO: 1. Kurt Jorgensen (Hon); 2. Tim McClintock (Hon); 3. Clayton Blood (Kaw).
125 INT: 1. Ray Crumb (Kaw); 2. Melvin Stark (Kaw).
250 INT: 1. Chris Ranta (Kaw); 2. Mike Mennig (Hon); 3. Kurt Kuhn (Kaw).
500 INT: 1. Joel Christensen (Hon); 2. Phil Rose (Hon).
50: 1. Steven Young/Knutson.

80 JR: 1. Casey Johnson (Kaw); 2. Jason Harrison (Kaw); 3. Joel Swanson (Kaw).
80 INT: 1. Mike Stanton (Kaw); 2. Danny Nelson (Kaw).
80 BEG: 1. Keith Kroll (Hon); 2. Tim Mana (Yam); 3. Gavin Haley (Hon).
125 BEG: 1. Shawn Glidden (Kaw); 2. Tim Compton (Kaw); 3. Jeff Brownley (Suz).
125 JR: 1. Jason Johnson (Kaw); 2. Rick Brazil (Yam); 3. Tim Riggs (Hon).
250 BEG: 1. Rick Cox (Hon); 2. Thane Gordon (Yam); 3. Jim Ramirez (Suz).
250 JR: 1. Kevin Cordua (Yam); 2. Memo Gidley (Kaw); 3. Tom Berry (Hon).
500 BEG: 1. Bradley Baker (Hon); 2. Ron Colombo (Hon).
500 JR: 1. Mike Lapaglia (KTM); 2. Jeff Christensen (Hon).
VET NOV: 1. Larry Broberg (Hon); 2. Drew Barney (Hon); 3. Tim O'Hara (KTM).
OT MSTR: 1. Don Swearingen (Hon); 2. Richard Schilling (Hon); 3. Danny Davies (Suz).
VET MSTR: 1. Jim Dallara (Hon); 2. Duane Joice (Kaw); 3. Wes Broby (Hon).
OT JR: 1. Bill Riggs (Yam).
OT INT: 1. Bill Arbogast (Suz).

Bassett, Rinkes claim wins at Goldbar Trials

By Gary Lawver

GOLDBAR, WA, OCT. 18

The second half of the Puget Sound Trialers Halloween Series was a suspense filled, closely fought contest. When it was over, Chuck Bassett and Duane Rinkes both took home the series top prizes in the Advanced and Expert classes, respectively.

Rinkes again dominated the Expert class, topping his closest competitor, rival Larry Drawhorn, by 25 points. Drawhorn also placed second in the series. Shawn Hollenbeck and Bill Thompson tied for third with identical score cards. Alan Todd didn't compete in today's event due to injuries, but still placed third in the series based on his performance in the first round.

Bassett once again won the Advanced class with a 50/9 score which also gave him the series win. In second position was Mike Ellinger with a score of 62/7, followed by Steve O'Rorke with a 77/8 score.

In his second Intermediate class ride Don Petrick punished the field with a 39/9 score. Second went to Casey Ramond while Bob Fries scored third but took first in the class for the series.

Will Flint again placed first in the Novice A class with a brilliant 24/17 ride. He also placed first for the series. Dan Porter gave a strong showing for second place with a 27/17 score. Taking his second third place in the series was Mark Leibold with a score of 44/15.

Novice B saw newcomer Steve Halstead outpoint veteran Gene Petrick 10 dabs to 14 dabs. John Tupper was third with a 15/23 score which put him third overall for the series. Mike Erickson and Carol Keezer had a tie score for the day of 18/21 with Erickson edging Keezer out by ones. The series was so close between the two that total cleans for both series events had to be tallied with Erickson winning by a total of two cleans.

Results

NOV A: 1. Will Flint; 2. Dan Porter; 3. Mark Leibold; 4. L. Hallsted; 5. D. Halstead.
NOV B: 1. Steve Halstead; 2. Gene Petrick; 3. John Tupper; 4. Mike Erickson; 5. Carol Keezer.
INT: 1. Don Petrick; 2. Casey Ramond; 3. Bob Fries; 4. R. Porter; 5. G. Hollenbeck.
ADV: 1. Chuck Bassett; 2. Mike Ellinger; 3. Steve O'Rorke; 4. B. Schwenke; 5. G. Lawver.
EX: 1. Duane Rinkes; 2. Larry Drawhorn; 3. Shawn Hollenbeck; 4. Bill Thompson.
AM SPTMN: 1. T. Wadkins.
PM SPTMN: 1. E. Means; 2. B. Robertson.

Warton the winner at Mesa Motocross

By Marcella Martin

FRITCH, TX, OCT. 25

Rick Warton, winner of the 250cc B class in the last two races of the Mesa Raceway Fall Series, took another victory in the final series race here on Sunday.

Eldon Barker took the lead in the first moto. By the second lap Warton had the lead with Barker close behind until Barker's bike flipped on a jump, and he flew over the handlebars. Arthur Martinez and Curtis Haynes were close behind Warton and edged to a new position as Barker was out for the rest of the race.

Warton held the lead throughout the second moto with Martinez holding second and Haynes third. This victory gave Warton the overall high points to win the Mesa Fall Series. Haynes took second in the series losing to Warton by only one point.

In the 60cc class, Billy Gartman got the holeshot with Ginny Martin close behind. Gartman went down halfway through lap one, and Martin sped ahead to hold the lead throughout the remainder of the moto.

Gartman got the lead in the second moto and Martin tried to pass at every corner, but Gartman held on to the lead. Travis Parker came in third both motos. Martin was high point rider for the series trophy.

Results

250 A: 1. Clyde Barker (Yam); 2. Jim Campbell (Hon); 3. Bobby Paige (Suz).
250 B: 1. Rick Warton (Suz); 2. Arthur Martinez (Kaw); 3. Curtis Haynes (Hon).
OPEN: 1. Joe Medaris (Hon); 2. James Metcalf (Yam).
80 SR: 1. Dustin Miller (Kaw); 2. Paul Dobbins (Yam); 3. Chris Epps (Suz).
80 JR: 1. John Dobbins (Yam).
60: 1. Billy Gartman (Kaw); 2. Ginny Martin (Kaw); 3. Travis Parker (Hon).
50: 1. Clayton Martin (Yam).

Moore sweeps Sand Springs Trials

By Rich Allman

SAND SPRINGS, OK, OCT. 17-18

The racing was so close at the Sand Springs October Test Trials that no one rider completely dominated his class with the exception of Rookie class rider Matt Moore who swept both days to win the overall victory. Monte Bennett edged Matt Brown out for second overall by a point.

The Novice class saw Aaron Cox, Randy Cox and Mike Peters lead John Patterson on Saturday. Patterson returned the favor on Sunday with John Mizell in close pursuit. Aaron Cox was the overall winner though with a first and a third.

The Amateur class was very competitive as Andre Laporte wheeled his Yamaha in Saturday with a first place ahead of Charles Hanson and Tom Moore. Sunday was a different story as Mark Smith, Tom Foreman, Rich Allman and Tom Moore slid in front of Laporte. The points were close but Laporte won the overall.

Gabe Mizell was literally mugged on Saturday in the Intermediate class as Ronnie Niccum finished in first with Tony Wedgeworth, Danny Aggurie and Danny Perry placing just in front of Mizell. On Sunday Mizell pulled out all the stops and scored well enough to beat Perry and Niccum out for the overall.

The Expert class saw Butch Cribbet leading Mike Conover and Ron Lee on Saturday. On Sunday David Black was first ahead of Bob Duval, Conover, Ron Leeand and Cribbet. Cribbet's first and fifth clinched the overall.

The Master class was paced Saturday by Steve Fracy who finished well ahead of Chuck Sutton and Rob Toole. Fracy faded on Sunday just enough to let Sutton, Rick Land and Kevin Dunham squeak by. Fracy still claimed the overall with his first and fourth place finishes. ●

Results

RKIE: 1. Matt Moore; 2. Monte Bennett; 3. Matt Brown; 4. Jim Brown.
NOV: 1. Aaron Cox; 2. John Patterson; 3. Randy Cox; 4. Miek Peters; 5. John Mizell.
INT: 1. Gabe Mizell; 2. Ronnie Niccum; 3. Danny Perry; 4. Tony Wedgeworth; 5. Dewey Harper.
EX: 1. Butch Cribbet; 2. Mike Conover; 3. Bob Duvall; 4. Ron Lee; 5. David Black.
AM: 1. Andre Laporte; 2. Tom Moore; 3. Mark Smith; 4. Dave Seeley; 5. Rich Allman.
MSTR: 1. Steve Fracy; 2. Chuck Sutton; 3. Rob Toole; 4. Rick Land; 5. Loy Burnett.

TRAIL-WAY SPEEDWAY
10th ANNUAL MOTO-RAMA RACES & SHOW
Pennsylvania Farm Show Arena, Harrisburg, PA
Replaces The February 1988 Motocross Races
DECEMBER 16-20, 1987
Thursday & Friday, December 17 & 18 - 8PM
DIRT TRACK RACING 2-3-4 WHEEL
Motorcycles - ATV - Micro Sprint - Odyssey
Saturday & Sunday, December 19 & 20, 1987
Sat. 8PM Sun. 2PM
SUPERCROSS 2-3-4 WHEEL
ADMISSION: Advance $5.00, At Door $6.00-Children Under 6 Free
Close For Pre Entry, Advance Tickets & Booth Contracts - December 9th
Contact: TRAIL-WAY SPEEDWAY, 100 Speedway Lane, Hanover, PA 17331-8917
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CYCLE NEWS
Attention clubs and promoters! Get your event listed in the Cycle News Calendar section for free! Just fill out the Calendar listing form in this week's Calendar section completely and mail it in today to the attention of the Calendar editor. Make sure you include an information phone number too!

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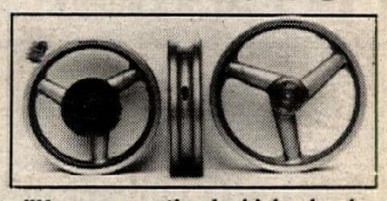
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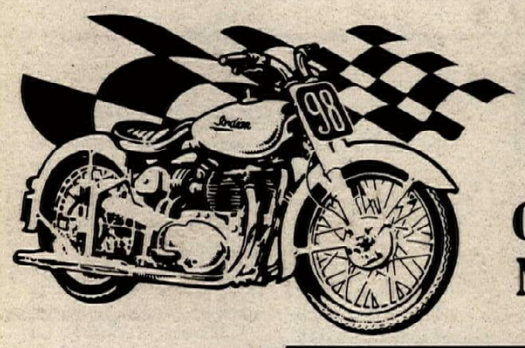

T.T. SCRAMBLES OPEN TRACTION
November 29, 1987

Santa Clara County Fairgrounds
Enter at Monterey Road, south of Tully Road.

C.V.R.G. Rules Apply
Special Vintage Flat Track classes.

Sign Ups begin at 7:30 a.m.
Mufflers required. Strict sound rules. Open traction.

$15. Gate plus admission

$5. Spectators Admission

Pre 1975 (1974 or older)

cc's			
100-125	☐ NOVICE	☐ JUNIOR	☐ EXPERT
250	☐ NOVICE	☐ JUNIOR	☐ EXPERT
500	☐ NOVICE	☐ JUNIOR	☐ EXPERT
Open	☐ NOVICE	☐ JUNIOR	☐ EXPERT

Pre 1965

cc's			
250	☐ NOVICE	☐ JUNIOR	☐ EXPERT
500	☐ NOVICE	☐ JUNIOR	☐ EXPERT
Open	☐ NOVICE	☐ JUNIOR	☐ EXPERT

- Special Flat Track Classes
- Wheelie Contest

Information:
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Murrell Office 408/224-4412
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CYCLE NEWS Weekly news, not monthly history

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November 14, 21, 28 and December 5
All Classes • No membership Required

Gates Open	7:30 am
Practice	8:30 am
Racing	10:00 am
Entry Fee	$15
Gate Fee	$10

Promoting Local Motocross Racing and Local Sponsors

Carlsbad Raceway • Palomar Airport Road
Info: (619) 727-1171 or 484-1441

calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

AMA Regional Enduro C'ship Series
Western Region
12/6 Lucerne Valley, CA

Wiseco AMA/AATVA Grand Nat'l Cross Country Series
11/22 CANCELLED

ADRA C'ship Series
12/5 Sonora, Mexico

Dragbike! National C'ship Series
11/21-22 Gainesville, FL

SCORE Int'l Off-Road Series
12/11-13 San Felipe 250, San Felipe, Mexico
1/29-31/88 Parker 400, Parker, AZ
4/1-3/88 Great Mojave 250, Lucerne Valley, CA
6/3-5/88 Baja Internacional, Ensenada, Baja, Mexico
8/19-21/88 Off Road World C'ship, TBA
11/3-6/88 Baja 1000, Ensenada, Baja, Mexico
12/9-11/88 San Felipe 250, San Felipe, Baja, Mexico

ARRA/Kawasaki/Racer's Supply California RR Series
12/6-7 Willow Springs, CA
12/26-27 Riverside, CA

NETRA C'ship Enduro Series
12/6 Marlborough, CT

Black Jack Enduro Series
11/22 Tulsa, OK

PRRO Road Race Series
12/12-13 Phoenix, AZ

SETRA C'ship Hare Scrambles Series
11/29 Lenoir, NC
12/6 Winnsboro, SC
12/13 Abbeville, SC
1/17/88 TBA
2/7/88 Maxey, GA
4/3/88 Sumter, SC
5/1/88 Abbeville, SC

SETRA C'ship Enduro Series
1/3/88 Lenoir, NC
1/31/88 Sumter, SC
2/14/88 Greenville, SC
2/21/88 Cochran, GA
2/28/88 Pelion, SC
3/6/88 Palatka, FL
3/13/88 Athens, GA
3/27/88 Abbeville, SC
4/10/88 Bristol, VA
4/24/88 Lawrenceburg, TN
5/8/88 Charleston, SC

Texas Arenacross Series
11/20-22 Austin, TX
1/8-10/88 Lubbock, TX
2/12-14/88 Odessa, TX
2/26-28/88 Temple, TX
3/4-6/88 San Antonio, TX

CMC/Dodge Truck Golden State National MX Series
1/2-3/88 San Bernardino, CA
1/9-10/88 Brentwood, CA
1/16-17/88 Huron, CA
1/23-24/88 Carlsbad, CA
1/30-31/88 Adelanto, CA
2/7/88 Marysville, CA
2/14/88 Porterville, CA
2/21 San Bernardino, CA

NOVEMBER						
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29	30					

DECEMBER						
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27	28	29	30	31		

JANUARY						
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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

• Denotes Pro Payback

November 20

CALIFORNIA MOTOCROSS
• CMC. Ascot Raceway, Gardena. Info 714/261-6116.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 517/522-4380.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

November 20-21

ARIZONA ICE RACE
ICE. World Cup Ice Speedway C'ships. Tucson Community Center Arena, Tucson. Info 602/299-0206.
TEXAS ARENACROSS
• TX Arenacross Series. Texas Expo Center, Austin. Info 817/433-5587.

November 20-22

WEST VIRGINIA MOTOCROSS
• AMA/Action Sports. Huntington Civic Center, Huntington. Info 614/753-2169.

November 21

ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
SMX. White Bros. Vet Nat'l/Women's Nat'l. Perris Raceway, Perris. Info 714/582-3482.
DELAWARE MOTOCROSS
• DE S.T. Assn. Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA SAND DRAGS
• Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Southern Supercross, between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
MICHIGAN MOTOCROSS
MRA. Hillsdale Green Acres, Hillsdale. Info 517/357-4456.
OHIO TRIALS
Observed Trials. Trials, Inc. South of Mantua. Info 216/327-2527.

November 22

ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
• Bull Creek MX, Beebe. Info 501/882-3886.
CALIFORNIA TRIALS
AMA. Sacramento Pits, Sacramento. Info 916/348-1629.
CALIFORNIA MINI ROAD RACE
SRE. Kern Kart Track, Bakersfield. Info 805/871-7055.
CALIFORNIA GRAND PRIX
• CRC. Wild Turkey GP. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA MOTOCROSS
SMX. Glen Helen OHV Park, San Bernardino. Info 714/582-3482 or 381-4454.
CALIFORNIA ENDURO
AMA/D-36. Polka Dots MC Family Enduro. Grizzly Flats, Sacramento. Info 916/386-2456.
CALIFORNIA MOTOCROSS
Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
• Motocross Action/Pro Circuit Extravaganza. Perris Raceway, Perris. Info 714/658-6355.
CALIFORNIA SCRAMBLES
San Jose Fairgrounds Speedway, San Jose. Info 408/371-5159 or 436-8228.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
FLORIDA MOTOCROSS
FMC Winter Warm Up/ Snow Bird Series. Ocala Raceway, Ocala. Info 904/622-9400 or 867-1340.
GEORGIA MOTOCROSS
Fall/Winter Series. Riverside MX, Calhoun. Info 404/625-5748.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
• Catoosa County MX, Ringgold. Info 404/861-3000.
INDIANA MOTOCROSS
H Cubed, Inc. Lake Eliza, Valpariso. Info 219/462-3267.
MISSISSIPPI MOTOCROSS
NMA Fall Nat'l. Battlefield MX, Meridan. Info 601/656-8740 or 501/877-2615.
NEVADA ROAD RACE
• Las Vegas Int'l Raceway, Las Vegas. Info 702/564-2677.
NEVADA HARE SCRAMBLE
AMA/D-36. District Benefit. Fernley Lions Park, Fernley. Info 707/575-4740.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA SUPERCROSS
Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
NORTH CAROLINA MOTOCROSS
• S.E. MX Assn. Montrose MX, Raeford. Info 919/875-3805.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/478-3178 or 479-3470.
TENNESSEE MOTOCROSS
• Putnam County Fairgrounds, Cookeville. Info 615/528-5724.
TENNESSEE CROSS COUNTRY
Bench Racers Series. Dallas Ricker Sports Center, between Kingsport & Greenville. Info 615/247-3847 or 323-5497.
TENNESSEE HARE SCRAMBLES
Mid South Winter Series. Lawrenceburg. Info 615/890-3003.
TEXAS SUPERCROSS
South Forty MX, Crane. Info 915/558-3989.

November 24-28

FLORIDA TT SCRAMBLES/SX/MX
• WorldSports. 16th Annual Winter Nat'l Olympics. Gatorback Cycle Park, Gainesville. Info 813/822-8929.

November 27

CALIFORNIA MOTOCROSS
• CMC. Ascot Park, Gardena. Info 714/261-6116.
MICHIGAN MOTOCROSS
• MRA. Milan Excitement City, Milan. Info 517/522-4380.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

November 27-28

IDAHO SHORT TRACK
Owyhee MC, Caldwell. Info 208/344-9602.

November 28

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA VINTAGE MX
• CMC. Ascot Park, Gardena. Info 714/897-8265.
CALIFORNIA MOTOCROSS
SMX. Perris Raceway, Perris. Info 714/582-3482.
DELAWARE MOTOCROSS
• DE S.T. Assn. Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA SHORT TRACK/MX
• Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Southern Supercross, between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
MICHIGAN MOTOCROSS
MRA. Hillsdale Green Acres, Hillsdale. Info 517/357-4456.
OREGON MOTOCROSS
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
WASHINGTON GRAND PRIX
Seafair City MC. Seattle International Raceway, Kent. Info 206/883-7313.

November 29

ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 2005/849-8069 or 647-5612.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
• Cleburne County Speedway, Heber Springs. Info 501/362-6474.
CALIFORNIA GRAND PRIX
SRA. Riverside Raceway, Riverside. Info 714/828-1358.
CALIFORNIA MOTOCROSS
• CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA MOTOCROSS
• CRC. Edwards Air Force Base, Edwards. Info 805/272-8889.
CALIFORNIA MOTOCROSS
•Also Top Gun. Glen Helen OHV Park, San Bernardino. Info 714/880-1733 or 381-4454.
CALIFORNIA MOTOCROSS
Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
SMX. DeAnza Cycle Park, Sunnymead. Info 714/582-3482.
CALIFORNIA TT SCRAMBLES
Also Vintage & Antique races. San Jose Fairgrounds Speedway, San Jose. Info 408/371-5159 or 436-8228.
DELAWARE HARE SCRAMBLES
Delaware Enduro Riders. Scotten Farm, Newark. Info 302/834-4411.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, W. Palm Beach. Info 305/793-3394 or 622-1400.
FLORIDA MOTOCROSS
• Florida Gold Cup Series. DeSoto Off-Road Raceway, Bradenton. Info 813/322-1939.
FLORIDA SCRAMBLES/MX
• Triathlon Series. Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
FMC Winter Warm Up Series. South Georgia MX, Valdosta. Info 912/244-6050 or 242-6779.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
• Catoosa County MX, Ringgold. Info 404/861-3000.
INDIANA MOTOCROSS
H Cubed, Inc. Lake Eliza, Valpariso. Info 219/462-3267.
KENTUCKY HARE SCRAMBLE
Pendleton Co. MC Park, Demossville. Info 606/472-3442.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders MC. Beldon Hill, Harpersville. Info 607/723-2387 or 693-2634.
NORTH CAROLINA MOTOCROSS
Asbury MX Park, Westfield. Info 919/871-2050.
NORTH CAROLINA CROSS COUNTRY
Beechnut Park, Inc. Mt. Airy. Info 919/786-5343 or 320-3342.
OREGON MOTOCROSS
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
OREGON MOTOCROSS
• Clark's Branch Cycle Club, Roseburg. Info 503/673-1671 or 672-4179.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/478-3178 or 479-3470.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
• TMC. Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.
TEXAS MOTOCROSS
• Mustang Race Track, Alvin. Info 713/488-8563 or 337-3970.

December 4

CALIFORNIA MOTOCROSS
• CMC. Ascot Raceway Park, Gardena. Info 714/261-6116.
OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arean, Central Point. Info 503/476-2288.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

December 5

ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA TRIALS
VOTE. The Schreiber Cup, Temecula. Info 818/845-8738 or 805/583-1970.
DELAWARE MOTOCROSS
• Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
Southern Supercross, between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
MEXICO HARE & HOUND
• ADRA Series. Sonoita to Rocky Point. Sonora. Info 602/252-1900.

December 6

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ARKANSAS MOTOCROSS
• Bull Creek MX Park, Beebe. Info 501/882-3886.
CALIFORNIA TRIALS
ATA/AMA Observed trials. 18th Annual El Trial de Espana. La Cresta, San Diego. Info 213/696-3260.
CALIFORNIA MOTOCROSS
• CRC. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA MINI MX
CMMC. Barona Oaks Raceway, Ramona. Info 619/347-3909.
CALIFORNIA ENDURO
AMA Regional C'ship. Calif. Enduro Assn. Lucerne Valley. Info 818/448-8351.
CALIFORNIA MOTOCROSS
Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA GRAND PRIX
DCR. Glen Helen OHV Park, San Bernardino. Info 714/371-6333 or 381-4454.
CALIFORNIA MOTOCROSS
• CMC. Argyll Park, Dixon. Info 916/678-3592.
CALIFORNIA SCOOTER RACE
Adams Kart Track, Riverside. Info 619/574-1818.
FLORIDA MOTOCROSS
FL MX Snowbird Series. Hyman Myers Speedway Park, Tallahassee. Info 904/656-2915.
GEORGIA MOTOCROSS
• Catoosa County MX, Ringgold. Info 404/861-3000.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
INDIANA ICE RACE/MX
H Cubed, Inc. Lake Eliza, Valpariso. Info 219/462-3267.
KENTUCKY HARE SCRAMBLES
Mid South Winter Series. Owensboro. Info 615/890-3003.
NEVADA GRAND PRIX
• Las Vegas Int'l Raceway, Las Vegas. Info 702/564-2677.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLE
KTM America/CRA. Amherst Meadowlarks Clubgrounds, Amherst. Info 216/988-9100.
OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/478-3178 or 479-3470.
TENNESSEE MOTOCROSS
• Putnam County Fairgrounds, Cookeville. Info 615/528-5724.
TENNESSEE CROSS COUNTY
Bench Racers Series. Dallas Ricker Sports Center, between Kingsport & Greenville. Info 615/247-3847 or 323-5497.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
• AMA/TMC. Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.
TEXAS MOTOCROSS
• Mustang Race Track, Alvin. Info 713/488-8563.

December 11

CALIFORNIA MOTOCROSS
• CMC. Ascot Raceway Park, Gardena. Info 714/261-6116.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway,Travelers Rest. Info 704/685-3033.

December 11-13

• Score San Felipe 250. San Felipe, Baja Calif. Info 818/889-9216.

December 12

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
FLORIDA SHORT TRACK/MX
• Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
Southern Supercross. Between Dalton, GA & Chattanooga. Info 404/259-5092.
IDAHO SHORT TRACK
Owyhee MC, Caldwell. Info 208/344-9602 or 888-7357.
OREGON MOTOCROSS
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
TENNESSEE MOTOCROSS
AMA, B & J MX. Clarksville. Info 502/522-6389 or 615/763-2393.

December 13

ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
• Cleburne County Speedway, Heber Springs. Info 501/362-6474.
CALIFORNIA ENDURO
CRC. Family Enduro. Lucerne Valley. Info 714/689-6114.
CALIFORNIA HARE SCRAMBLES
2 & 2 Racing Team 11th Annual Cowpuncher HS. Hollisterr Hills SVRA, Hollister. Info 415/828-0410.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA MOTOCROSS
•CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA HARE SCRAMBLES
AMA/D-37. Dirt Diggers MC. Fremont Valley, Randsburg. Info 714/895-2030.
FLORIDA MOTOCROSS
FMC Winter Warm Up. MX of Marion County, Reddick. Info 904/591-2050 or 291-2377.
FLORIDA MOTOCROSS
FL Snowbirds MX Series. Reddick MX, Reddick. Info 305/351-4156.
GEORGIA MOTOCROSS
Fall/Winter Series. Riverside MX. Calhoun. Info 404/625-5748.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
• Catoosa County MX, Ringgold. Info 404/861-3000.
KENTUCKY HARE SCRAMBLE
Pendleton County MC Park, Demossville. Info 606/472-3442.
NORTH CAROLINA MOTOCROSS
• S.E. MX Assn. Montrose MX, Raeford. Info 919/875-3805.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
OKLAHOMA MOTOCROSS
• Allen Ranch MX. Tulsa/Bixby. Info 918/428-1237.
OREGON MOTOCROSS
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
TENNESSEE SUPERCROSS
Candies Creek MX, Cleveland. Info 615/478-3178 or 479-3470.

MOTOCROSS ACTION MAGAZINE and PRO CIRCUIT RACING Presents 1st ANNUAL

MOTOCROSS ACTION MAGAZINE SPORT PROMOTION

MOTOCROSS EXTRAVAGANZA

Back to the Good Old Days

Perris Raceway — Prizes with Entry
Sunday, Nov. 22nd — Holeshot Prize Each Moto

125cc Pro Purse $1,250
250cc Pro Purse $1,250
500cc Pro Purse 80% Payback
Amateur 30% Trophies

"$2,500.00 PURSE"

No Membership Required — All Clubs Welcome
12 Years minimum

Pro Entry	$30.00	Sign up	7:00 am
Amateur	$15.00	Practice	8:00 am
NO ATV'S		1stRace	9:00 am

Saturday Nite, Nov. 21st
Sport Promotion Presents
FREE LIVE DANCE BAND
9:00 p.m. - 11:00 p.m.

FREE Barbeque
Sat. Night
6:00 pm to 8:00 pm
Presented by Pro Circuit

FREE Sat. Night Ping Pong Tournament
$250 Single Elimination
6:00 pm to 9:00 pm
Presented by Pro Circuit

Gates Open Saturday, 4:00 p.m.
Gates Close Saturday, 12:00 midnight
$5.00 Adults **$3.00 Child (under 12)**
Includes Overnight camping
Info (714) 658-6355

WILD TURKEY CRC GRAND PRIX

Sunday November 22, 1987
Los Angeles County Raceway
Palmdale, California
Membership not Required

8:00 AM	Parade Lap	12:30 PM	Quads
8:30 AM	80cc & Women	1.30 PM	Parade Lap
9:30 AM	Odysseys & 3 Wheelers	2:00 PM	Beg.
10:30 AM	Pro/Int.	3:00 PM	Nov.
11:30 AM	CRC Vets	4:00 PM	Team

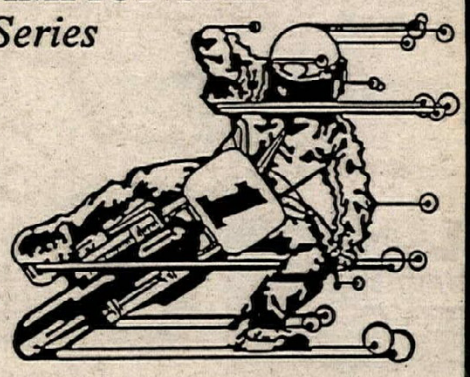
Double CRC Points • Each Class Race 45 Minutes
20% Trophies • Superb Finisher Pins • Cash to Pros

Mail Entry $20 Post Entry $25
Non-member $25 Non-member $30
No post entry penalty for 2nd class entered
1988 CRC membership available

Mail entries and two (2) legal size self-addressed envelopes (SASE)
California Racing Club
37045 Ran Dr. Palmdale, CA 93550
For info call **(805) 272-8889**

Who did how? Read results.

(pronounced as two words)
AMRA Pros ™
"WORLD CHAMPIONSHIP"
Pro-Series
IS
COMING!
Get Ready!



"Lightweights" - 250 single cyl. 2 strk.
"Heavyweights" - 600 single cyl. 4 strk.
"Pro Twins" - 750 Vert. Twn. Mfg. thru 1979
"Unlimiteds" - 750 Twin or Single 4 strk.
For memberships, Racing License and Promoter Inquiries - *ACT NOW!*

AMRA-Pros P.O. Box 1644 Tarpon Springs, FL 34689 (813) 938-4573

TRALEYS RACING MOTO-X PARK
FOR RACERS BY RACERS

MOTORCYCLES
QUADS
ATVs

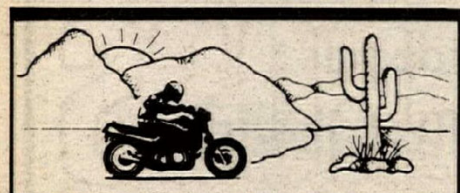
100% Pro Payback • 100% Peewee Trophy
Racing EVERY Sunday
4 Race Series Starts November 29
Sponsors ★ Thousand Oaks Yamaha/Kawasaki ★ ★ KALGARD ★ Pat Ryan Kawasaki of Bakersfield ★
4 Mountain Bikes to be awarded to series points leaders!
3 Scooters to be awarded to leaders of Peewee - 60s - Quad 80s Classes!
CMC Sanctioned
"88 Membership Now Available"
Overnight camping only after 4:00 p.m.

DIRECTIONS
I-5 to Lake Isabella exit
East 11 miles to Herring Rd.
Right 4 miles to Edison Dr.
Left 4 miles to Millux
Right to track

99 south to Bear Mountain Blvd. - left over freeway to Edison
Right 3 miles to Millux
Left to track

Entry fee
Pro - $25.00
Sportsman - $20.00
Admission $5.00
Children 6 & under free

More information
805 - 835-0241
805 - 245-1318
213 - 931-9180



EXPLORE BAJA
On Your Own Dirt Bike
6 Days 5 Nights
$649.00
DELUXE ALL INCLUSIVE PACKAGE
Jan. 13 - 18 1988
- FULL SUPPORT VEHICLES
- ALL MEALS (GOURMET)
- HOT SHOWERS
- EXPERIENCED OFF ROAD GUIDE
- GAS & TOOLS PROVIDED
- TENTED ACCOMMODATIONS
- UNLIMITED BEER & MARGARITAS

THE BAJA TRIP YOU'LL NEVER FORGET
FOR FULL INFORMATION AND RESERVATIONS CONTACT:
BAJA ADVENTURES
16000 Ventura Bl., #410, Encino, CA 91436
TOLL FREE: 1-800-345-BAJA Inside CA
1-800-543-BAJA Outside CA
818-906-2252 Los Angeles

18TH ANNUAL
El Trial De España
SUNDAY DECEMBER 6, 1987
TEMECULA, CA
(SOUTH OF ELSINORE)

DIRECTIONS:
Highway 15, Exit West On Clinton Keith Road, Follow Signs Approximately 15 Miles to Trial Site.

RAFFLE:
Proceeds To Go Toward Sending Top A.T.A. Rider To National Trial Series. $500 In Cash Prizes, As Well As Merchandise Prizes.

WHO?
All Regular A.T.A. Classes, As Well As Non-Trials Bike, And Press/Industry Class.

Helmets And Spark Arrestors Required

ENTRY FEE:
A.T.A. Member $15, Non A.T.A. Member $20

For Additional Information
(213) 696-3260 DAYS
(619) 449-3794 NIGHTS

AMERICAN TRIALS ASSOCIATION

CRC CALIFORNIA RACE SCHEDULE
ATV CLASSES AT ALL EVENTS
SUN NOV. 22 G.P. LA County Raceway
SUN NOV. 29 MX Edwards AFB
SUN DEC. 6 MX Perris Raceway
SUN DEC. 13 MX LA County Raceway
"88 Membership Now Available"
** OPEN PRACTICE **
9 am to 2 pm Every Sat — LA County Raceway
* VINTAGE RACING*
Every Second Sunday — LA County Raceway
CRC Info 805-272-8889

SRA California Schedule
Nov. 22 - Glen Helen Canceled
Nov. 29 - Glen Helen
(714) 828-1358

CMC Race With The Best
November 20, 1987
Ascot MX
November 22, 1987
Carlsbad MX
CA (714) 261-6116

DOUBLE CROSS RACING
GRAN PRIX SO. CAL. DOUBLE CROSS
Sun. Dec. 6
Glen Helen Gran Prix
INFO: (714) 371-6333

NMA
NATIONAL MOTOSPORT ASSOCIATION
MINICYCLE
MOTORCYCLE
MOTOCROSS
NATIONAL & REGION ACTIVITIES
SANCTIONS — MEMBERSHIPS
CONTACT NMA
P.O. BOX 46
NORWALK, CA 90650
(213) 868-8112

CYCLE NEWS READERS
the first to know!

AFM ROAD RACING 1987
1988 Series Dates To Be Announced Soon!
13423 Stanstead
Norwalk, CA 90650
(213) 864-0704
(415) 327-0908 North Chapter

SANTA CLAUS
Family Enduro
December 13, 1987
Lucerne Valley
INFO 689-6114
CRC

TENNESSEE HARE SCRAMBLES
Mid South Winter Series. Dixon. Info 615/890-3003.
TEXAS MOTOCROSS
• TMC. Bastrop Raceway, Bastrop. Info 512/832-1274 or 321-9861.

December 17-18

PENNSYLVANIA SHORT TRACK
• AMA. Pennsylvania Farm Show Arena, Harrisburg. Info 717/359-4310.

December 18

CALIFORNIA MOTOCROSS
• Ascot Raceway Park, Gardena. Info 714/261-6116.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

December 19

ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
Southern Supercross, between Dalto, GA & Chattanooga, TN. Info 404/259-5092.

December 20

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
• Bull Creek MX Park, Beebe. Info 501/882-3886.
CALIFORNIA GRAND PRIX
• CRC. Merry Christmas GP. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC. Sand Hill Ranch, Brentwood. Info 415/634-3328.
FLORIDA MOTOCROSS
FMC Winter Warm Up. Ocala MX, Ocala. Info 904/622-9400 or 867-1340.
FLORIDA MOTOCROSS
• FL Snowbirds MX Series. Orange County Raceway, Orlando. Info 305/351-4156.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
• Catoosa County MX, Ringgold. Info 404/861-3000.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
NORTH CAROLINA MOTOCROSS
Wilkes County MX, Lenoir. Info 704/758-4342.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
OREGON MOTOCROSS
• Clark's Branch Cycle Club, Roseburg. Info-503/673-1671 or 672-4179.
OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
TENNESSEE SUPERCROSS
Candies Creek MX, Cleveland. Info 615/478-3178 or 479-3470.
TEXAS MOTOCROSS
• TMC. Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
• Mustang Race Track, Alvin. Info 713/488-8563.

December 26

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
Southern Supercross. Between Dalton, GA & Chattanooga, TN. Info 404/259-5092.

December 27

ALABAMA MOTOCROSS
County Line Raceway, Beessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
• Cleburne County Speedway, Heber Springs. Info 5011/362-6474.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA MOTOCROSS
• SMX. Glen Helen OHV Park, San Bernardino. Info 714/880-1733 or 381-4454.
FLORIDA MOTOCROSS
• Super Two. Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
FL Snowbirds MX Series. Ocala MX, Ocala. Info 305/351-4156.
GEORGIA MOTOCROSS
FMC Winter Warm Up. South Georgia MX, Valdosta. Info 912/244-6050 or 242-6779.
GEORGIA MOTOCROSS
Fall/Winter Series. Riverside MX, Calhoun. Info 404/625-5748.
GEORGIA MOTOCROSS
• Catoosa County MX, Ringgold. Info 404/937-3372.
MICHIGAN ICE RACE
Flint MC. Saginaw Civic Center, Saginaw. Info 313/686-7083.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
TENNESSEE SUPERCROSS
Candies Creek MX, Cleveland. Info 615/478-3178 or 479-3470.
TEXAS MOTOCROSS
• TMC. Bastrop Raceway, Bastrop. Info 512/321-9861 or 832-1274.

January 1

CALIFORNIA MOTOCROSS
• CMC. Ascot Rsaceway Park, Gardenia. Info 714/261-6116.
CALIFORNIA MARATHON
13th Annual Hangovers Day Marathon. Sand Hill Ranch, Brentwood. Info 415/634-3328.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

January 2

ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.

January 2-3

CALIFORNIA MOTOCROSS
• CMC Dodge Truck Golden State Nat'l MX Series. Glen Helen Park, San Bernardino. Info 714/261-6116.

January 3

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
• Bull Creek MX, Beebe. Info 501/882-3886.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
• Catoosa County MX, Ringgold. Info 404/937-3372.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
TENNESSEE SUPERCROSS
Candies Creek MX, Cleveland. Info 615/478-3178 or 479-3470.
TEXAS MOTOCROSS
• Mustang Track, Alvin. Info 713/488-8563.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
• Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.

January 8

CALIFORNIA MOTOCROSS
• CMC. Ascot Raceway Park, Gardena. Info 714/261-6116.
OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

FREE CALENDAR LISTING

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ **State:** _____

Phone number (with area code) for more information: _____

Your name: _____

RESULTS

Motocross
County Line Raceway
Vance, AL
Oct. 31
By Dixie Cash

80 SR C
Kevin Hollahand Kaw
125 C
Chris Boyd Kaw
Chris Sealy Kaw
Wesley Bean Yam
Lee Cunningham Kaw
250 2 YR
Roy Jones Kaw
OPEN 2 YR
Benjie Covington Hon
David Miller Hon
ENDR
Bill Patridge Mai
Phil Williams Kaw
Danny Williams Kaw
Donnie Holder Yam

Motocross
Elizabeth City MC
Eliz. City, NC
Nov. 1
By Caryl Pigg

80 SR
Mike Marten Kaw
Ben Recks Yam
Brian Vick Kaw
80 JR
Tres Bruce Kaw
Shawn Schultz Kaw
Jamie Hoyner Kaw
P/W
Shawn Schultz Kaw
Ashley Bruce Kaw
Ben Stilley Jr. Kaw
250 A
Mike Ryan Hon
Mike Harris Kaw
Pete Payne Hon
125 A
Pete Payne Hon
Trey Wilkinson Hon
Mike Harris Kaw
OPEN A
Mike Ryan Hon
Dane Olds Hon
Greg Peeper Hon
SUP SR
Mike LoPicolo Hon
Dane Clark Yam
Gesorge Murray Jr. Hon
SR
A.C. Bruce Hon
Dane Olds Hon
Ben Stilley Hon
125 C
Derek Walston Yam
Brian Staples Suz
David White Kaw
250 C
Scott Braun Hon
Artie Murph Suz
Kenneth Nast Kaw
250 B
Doug Paluzzi Hon
Dwight Frasser Hon
Derek Kutcher Hon
125 B
Cliff Markham Kaw
Bobby White Hon
Derek Kutcher Suz
OPEN B
Mark Taylor Kaw
John Carter Kaw
Willy Sutton Hon

Motocross
NESC
Middleboro, MA
Nov. 1

125 NOV
Jon Davie Hon
Ken Lyons Kaw
Gino Bia Kaw
Mike Bernier Suz
Brad Quinlan Hon
250 NOV
Gus Bohne Hon
Rich Defranzo Hon
Russell Rioux Hon
Tim Kane Yam
Phil Voisine Yam
OPEN NOV
Phil Voisine Yam
John Becker Jr. Hon
Joe Dantuono Hon
Russell Reilly Hon
Ed Crane Hon
125 AM
Ron Nickerson Kaw
Jeff Haight Hon
Peter Kane Hon
David Fantini Suz
Karl Backlund Hon
250/OPEN AM
John Majcher Yam
Jay Yevich Kaw
Bob Jurezak Kaw
Jeff Emery Hon
Craig Seekins Suz
125 EX
Wemyss Scott Yam
David Rudnicki Suz
Jo-Jo Keller Hon
Bill Dzielak Hon
Doug Henry Hon
VET (30-34)
Jim Pare Hon
Andy Luke Hon
Al Gauthier Hon
Ron Vincent Yam
Dick Bissonnette Kaw
S/VET (35+)
Jerry Borrello Hon
John Linnens Suz
John Barone Sr. Hon
Curtis McCann Kaw
Tom Navarro Sr. Hon
85 BEG
Tony Lawrence Kaw
Bob Busa Yam
Randy Preehill Hon
Al Ramella Hon
Hurst Tasha Hon
85 JR
Scott Carter Kaw
Wally Silva Yam
Joe Zimmerman Kaw
Mike Caey Kaw
Dan Boone Jr. Kaw
85 SR
Scott Sheak Kaw
Tony Lorusso Yam
Jason Buzzee Kaw
Tony Nutbrown Kaw
J.R. Nadeau Kaw
125 BEG
Dan Tinkham Hon
William Dugay Hon
Holly Zimmerman Kaw
Ryan Adams Kaw
Mike Lahapells Yam
125 JR
Chris Nikias Hon
Keith Goyette Yam
Leo Pellerin Jr. Kaw
Scott Carter Suz
Ed Engstrom Hon
125 SR
Tony Lorusso Yam

Motocross
NESC
Middleburo, MA
Nov. 8

125 NOV
Mike Lagasse Kaw
Brian Wheeler Hon
Mike Bernier Suz
Glen Clark Yam
Nick Debaggis Hon
250 NOV
Richard Defranzo Hon
Rick Claxton Hon
Phil Voisine
Nipper Alsup Kaw
Tim Kane Yam
OPEN NOV
Russ Reilly Hon
Joe D'Antuono Hon
Phil Voisine Yam
Tim Kane Yam
Ken Niles Hon
125 AM
Shawn Conray Kaw
Peter Kane Hon
David Fantini Suz
Jim Johnson Hon
Ron Jackson Kaw
250/OPEN AM
Mark Cokely Suz
Jeff Emery Hon
Peter Collins Yam
Al Grondall Kaw
125 EX
Jo-Jo Keller Hon
Wemyss Scott Yam
Bill Dzielak Hon
Ed Morse Hon
Jim Meenan Kaw
250/OPEN EX
David Rudnicki Suz
David Paquette Hon
Wemyss Scott Yam
John Dowd Kaw
Ted Blackman Suz
VET (30-34)
Bob Girard Yam
Jim Pare Hon
Jack Weaver KTM
Al Gauthier Hon
Ron Vincent Yam
S/VET
Jerry Borrello Hon
John Linnens Suz
John Barone Sr. Hon
Curt Mc Cann Kaw
85 BEG
Al Ramella Hon
Kevin Judson Suz
Adam Gedutis Kaw
Brett Nichols Kaw
Steve Mc Cabe Hon
85 JR
Scott Carter Hon
Joe Zimmerman Kaw
Wally Silva Yam
Mike Casey Kaw
Peter Oknos Kaw
85 SR
Steve Giboney Hon
J. R Nadeau Kaw
Jason Buzzee Kaw
Jason Fowler Kaw
Randy Dow Kaw
125 BEG
Bill Mumley Hon
Bill Dugay Hon
Mike Lachabelle Yam
Ken Cloutier Kaw
Ryan Adams Kaw
125 JR
Keith Goyette Yam
Scott Carter Kaw
Ron Jackson Kaw
John Barone Jr. Kaw
Holly Zimmerman Kaw
125 SR
Andy Kirkpatrick Hon
Tony Lorusso Yam
Randy Dow Kaw

Motocross
Beechnut Park
Mt. Airy, NC
Nov. 8
By Harold Hooker

JR MINI
Chris Carlson Suz
Brad Boyd Yam
Matthew Poore Suz
Mark Shortt Hon
Alan Posey Suz
SUPER/MINI
Tildon Stryon Kaw
Dale Hill Yam
Michael Poore Suz
Richard Hester Hon
Keith York Hon
SR MINI
Tildon Stryon Kaw
Michael Poore Suz
Chris Carlson Suz
Gerald Collins Hon
Dale Hill Yam
125 AM
Shane Templeton Hon
Tommy Linville Kaw
David Hill Yam
Stacy Cummings Hon
Randyh Harmon Kaw
250 AM
Shane Templeton Hon
Ronnie Johnson Hon
Roland King Hon
Donny Foster Yam
Lee Martin Yam
OPEN AM
Mark Durham KTM
Danny Mathis Hon
Chris Smith Kaw
125 PRO
Shane Kennedy Yam
250 PRO
Eddie Penny Suz
Shane Kennedy Yam
ENDR
Roland King Kaw
Mike Bodenhamer Kaw
JoJo Brewer Suz
Greg Mathews Yam
David Wagoner Yam

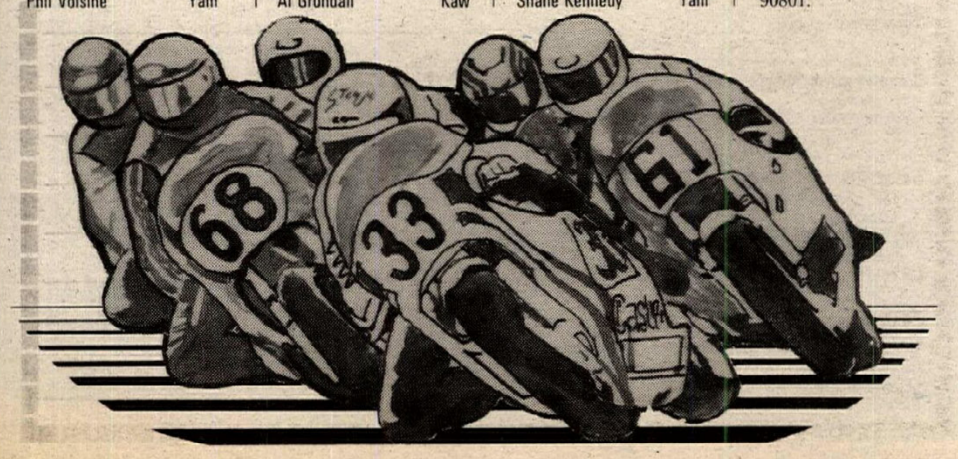
Motocross
Sussex Co. Spdwy.
Disputanta, VA
Nov. 8
By Caryl Pigg

P/W
Shawn Schultz Kaw
Ben Stilley Kaw
Ashley Bruce Kaw
125 A
John Winslow Hon
Trey Wilkinson Hon
Mike Harris Kaw
OPEN A
Lance Eubank Kaw
Rick Saunders Hon
Ralph Reynolds Hon
SR
A.C. Bruce Hon
Brian Battesrson Yam
David Olds Hon
SUP SR
George Murray Hon
Scott Schafer Hon
Lennie Anderson Kaw
OPEN B
Barry Gantl Kaw
Mike Curry Yam
Todd Marshall Hon
250 A
Mike Harris Kaw
Pete Payne Hon
Jerry Dubberly Hon
John Lee Cag
Keith Gardner Kaw
Monte Tate Hon
125 B
Cliff Markham Kaw
Bobby White Hon
Brian Taylor Suz
250 B
Steve Weley Hon
Mark Taylor Kaw
Doug Paluzzi Hon
JR MINI
Tres Bruce Kaw
Shawn Schultz Kaw
SR MINI
Mike Martin Kaw
Kenny Clark Hon
Eric James Kaw
25+
Jerry Dubberly Hon
Ralph Reynolds Hon
Alan Kocotas Hon
250 C
Sony Taylor
Scott Brown Hon
Ken Ferrell Hon

Trophy Pickup

Hilltoppers Rosarito Bch race date CHANGED for trophy p/u to 11/28 at Glen Helen, 7pm. 215 N from Hwy 210 off at Palm Av (prior to 215 & 15 Jct), go W on Palm Av, past RR tracks to presentation. (46-47)

For Listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.



Agajanian Enterprises Present:
FIFTH ANNUAL
U.S. NIGHT NATIONALS

FRIDAY & SATURDAY
NOV. 27 & 28, 7 PM
MOTO-CROSS
• ALL SPORTSMAN CLASSES •
• PROS PLUS VINTAGE SUPPORT CLASS •
4:00 GATES OPEN • 6:00 SIGN-UP CLOSES • 5:30 - 6:30 PRACTICE • 7:00 FIRST RACE
FRI. TICKETS - ADULTS $8.00, JUNIORS (13-17) $5.00, CHILDREN (9-12) $1.00, 8 & UNDER FREE
SAT. TICKETS - ADULTS $10.00, JUNIORS (13-17) $6.00, CHILDREN (9-12) $1.00, 8 & UNDER FREE
ENTRY FEE:
$20.00 PROS
$15.00 SPORTSMAN
GIFT CERTIFICATES
TROPHIES - PRIZES
SPORTSMAN
Ascot
30th ANNIVERSARY
18300 VERMONT AVE., GARDENA
PRO PAYBACK
$1,000 GUARANTEED
OR REGULAR PAYBACK
(WHICHEVER IS GREATER)
(714) 261-6116
Sanctioned by Continental Motosport Club

HOLIDAY ATV JAMBOREE
Ringgold, Georgia - ATV Motocross
Saturday, December 5, 1987
Rain or Shine! • 100% Payback Pro Purse
All regular Amateur classes plus Youth, Odyssey, & Women - Large Trophies! Note: Minimum 5 Riders To Make Class
CLASSES:
500 Pro
250 2-Stroke Pro
250 4-Stroke Pro
3 Wheel Pro
Odyssey Pro
Pro Pre-Entry $25 ($35 day of race)
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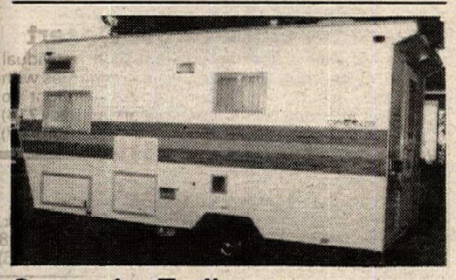

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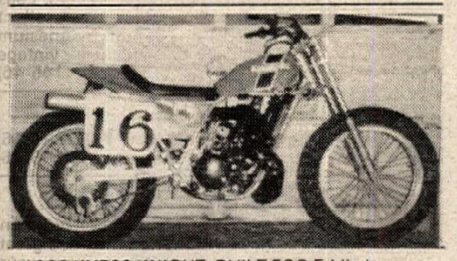

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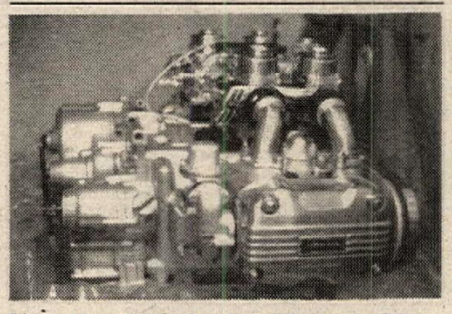

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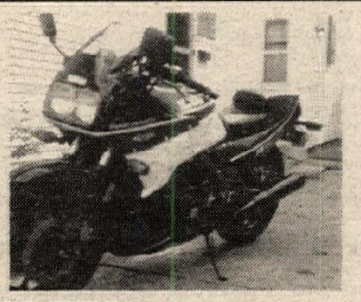

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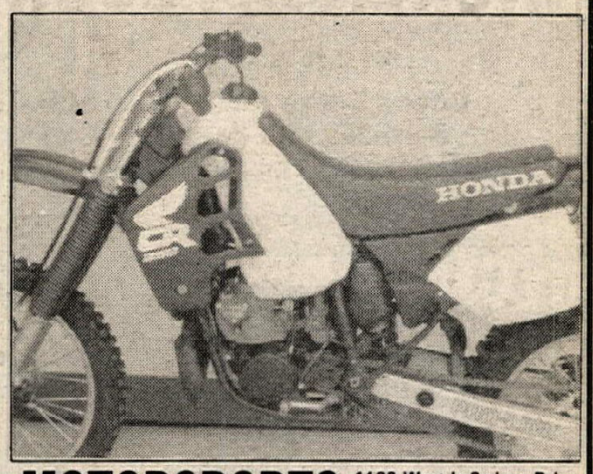

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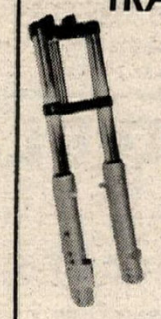

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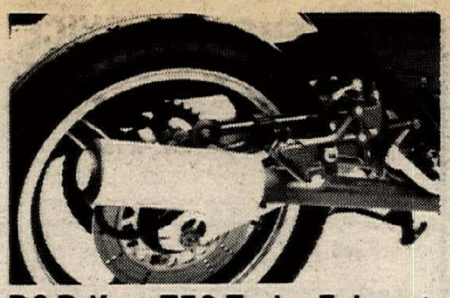
16' dual axle, awning, bench, stereo, water tank. Very good condition. $2850/OBO. 1987 YZ250, good condition. $1500/OBO. (714) 980-0310. (345-46)



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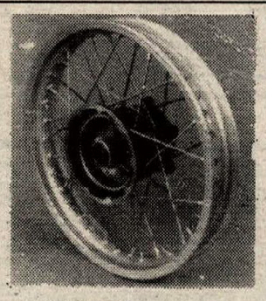

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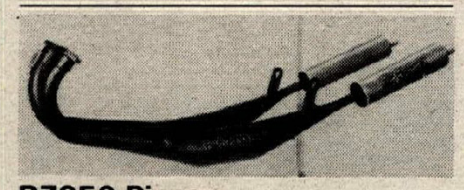

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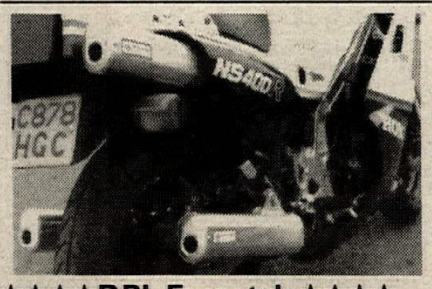

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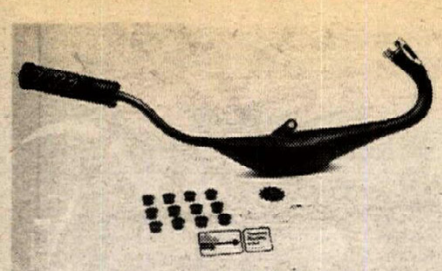

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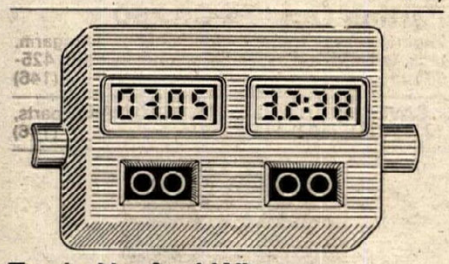

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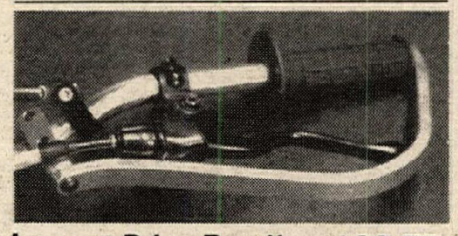

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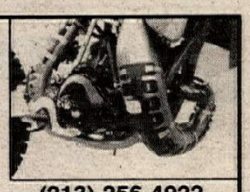

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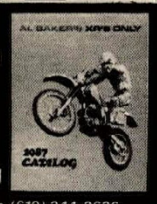

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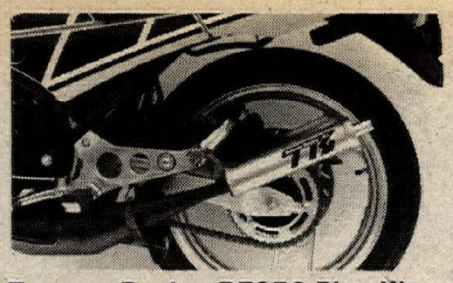

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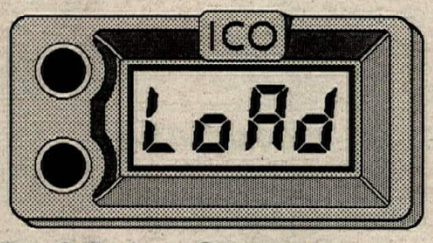

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Back this year by popular demand! Big, Beautiful 4-color calendar (15"X21"), featuring special high performance beauties for the mature motorcycle enthusiast. Must be 18 years or older. Hurry! Quantities are limited...we ran out last year. Send $9.95 along with your name and address to MIKUNI CALENDAR, 8910 Mikuni Ave, Northridge, CA 91324. Tax and shipping included. (244/P/TFN)

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The most visual change from '87 to '88 Honda CRs is red seat and red fork boots. Make your '87 or earlier CR look like an '88 with our new Honda red seat cover and red fork boots. $39.95. Seat covers for other models, standard graphics, Day-Glo graphics, '88 graphics. Seat covers in Day-Glo ORANGE or PINK now available. Seat covers sold separatly or with foam. CEET PRODUCTS. (800) 523-8205, (619) 727-7220. (135/P/TFN)

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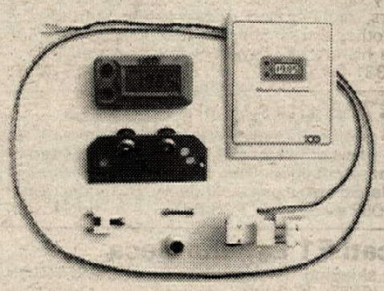
Never raced, many extras. Excellent condition. $2150. (818) 848-8916. (146-47)



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Equip your new KTM with the best. Automatic resets, adjustable wheel size, peak speed readout, large display, 1 year warranty plus many other features. NEW kit designed specifically for '88 KTMs features no hassle, bolt-on installation. Kits for all other bikes also available. $159.95. Visa/MC. ICO. (800) 331-0470. (242/P/TFN)

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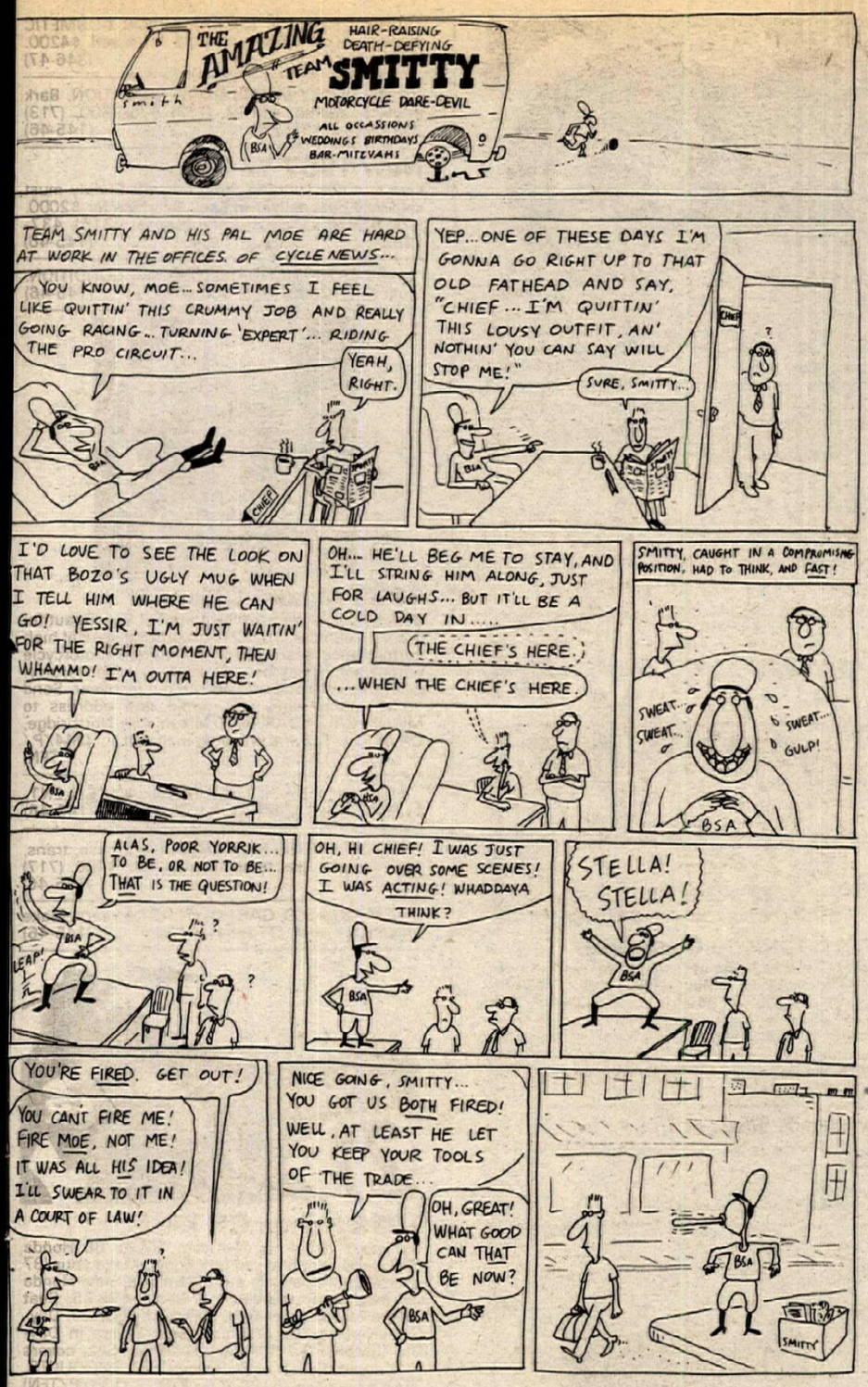
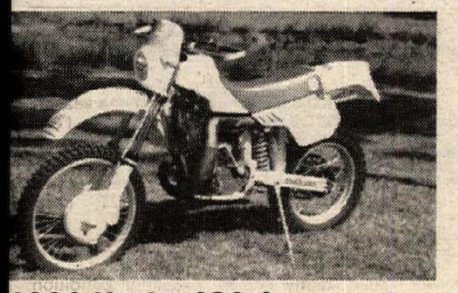
No miles, brand new. Will take best bonifide offer. (816) 781-6880. (146)





1986 Husky 430 Auto

Factory race bike with ICO electronic odo, Bark Busters, radiator and water pump guards, plus many other extras. This is a low mileage machine with a history of consistent finishes. Call ICO at (800) 331-0470. (245-46/P)

1987 Walter Wolf Gamma

I have two brand new Walter Wolf Gammas. No miles. Florida titled. 1987 was the last year of Gamma production. The last two I could find in Canada. So own a piece of history. Best offer. (305) 488-6092 eves, after 7:30 EST. (345-46)

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Slight shipping damage. 100 km. COMPETITION PLUS. (615) 638-2228. (245/TFN)

Attn: AMA Licensed Roadracers

Competition Plus Cagiva Ducati Husqvarna is now accepting applications to qualify you to obtain one of the 30 Ducati 4-valve water cooled Superbikes to be available in early '88. Call today for info on availability process and price. COMPETITION PLUS Cagiva Ducati Husqvarna. (615) 638-2228. (245/TFN)

1982 SUZUKI KATANA 1000 NEW BODY PARTS seat, cracked fairing. Misc. Two valve GS1000 parts including modified built head, 1175 cylinder, new 1238 Wisecos, Yoshi stage III cams. Read titan tank/seat early CB750. Bare Branch replica head KZ1000J. More. (904) 893-8404. (345-46)

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1000cc Mille. Fork brace, K&Ns, 2500 miles. Excellent condition. Not licensed. $5900. Will ship or deliver. (602) 748-2000 ext 480, days, (602) 886-1079 evenings. (345-46)

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Cam, headwork, Malossi or Lectrons. $800. $250 for titled frame. (504) 488-7441 Fred. (345-46)

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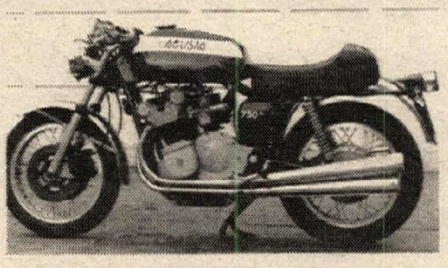

1975 MV Agusta 750S

Rare double disc model, 3500 miles, stock, original condition. $9500. Call (703) 698-0499 eves. (346-47/P)

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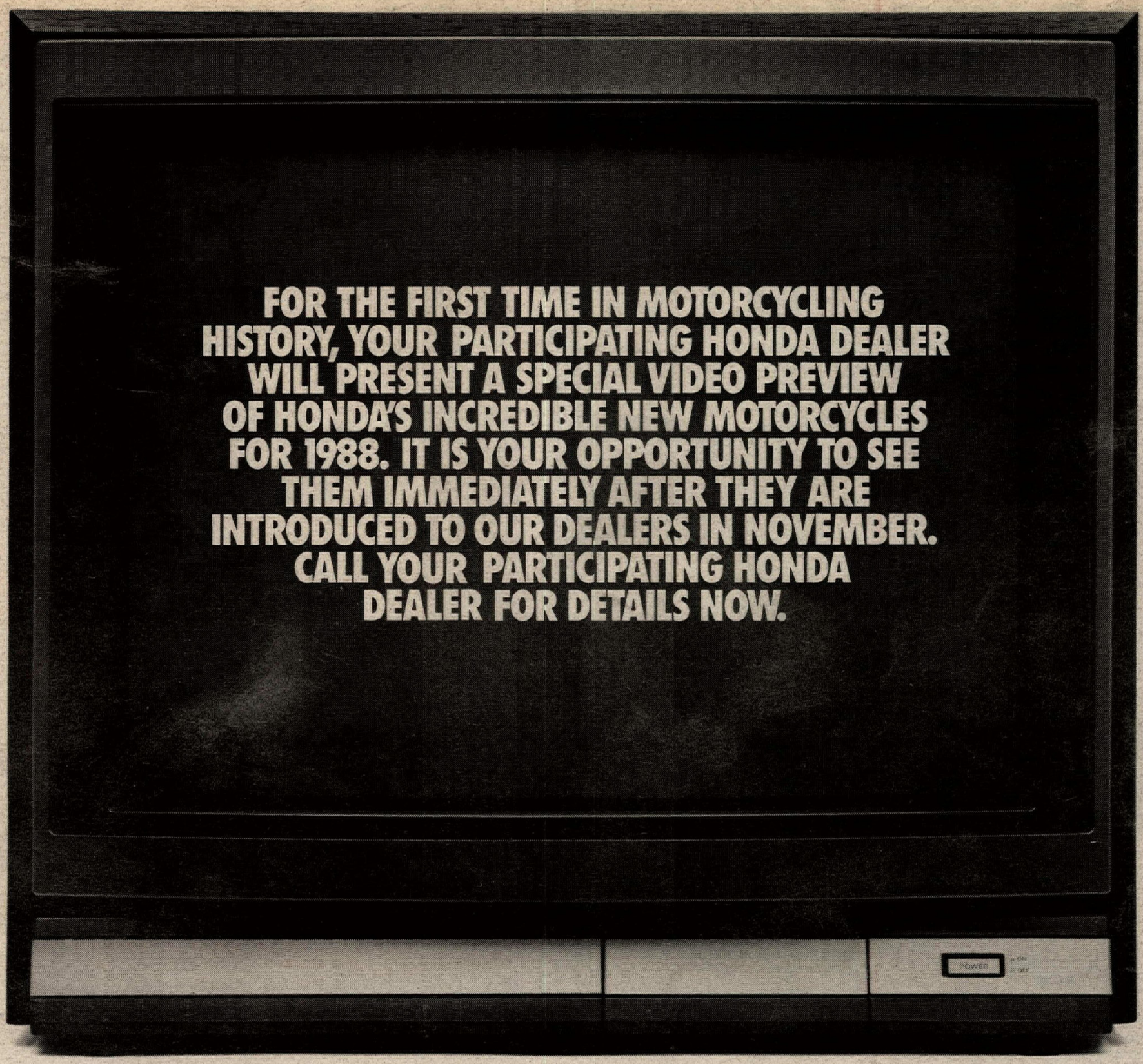

HONDA SNEAK PREVIEW 1988 MOTORCYCLES

HONDA MOTORCYCLES

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